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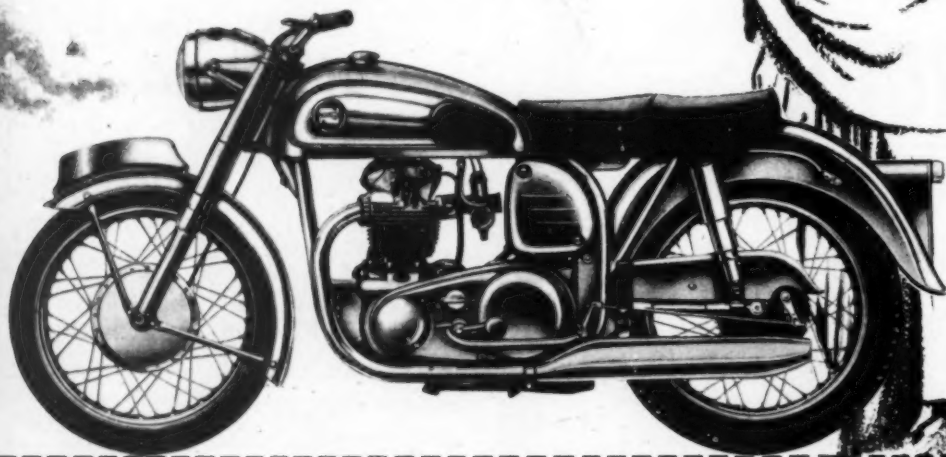
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EVERY THURSDAY

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A radar speedmeter being demonstrated on Chelsea Embankment, London, last week. The equipment was brought into use by the Metropolitan Police on Monday (see comment below)

Radar Meters Again

CONTROVERSY on radar speedmeters has been given another boost now that the Metropolitan Police has the equipment operating in London. It is similar to that already in use in Lancashire and Ulster. Assurances were given during a demonstration last week that the object was to use the meters only in areas where accidents are frequent and vehicles are known regularly to exceed the speed limit. Further, no attempt would be made to conceal the fact that checks were taking place. The hope is that the use of meters will prove a deterrent to speeding and so reduce accidents. The Metropolitan Police deserves to be congratulated on such an enlightened policy—almost everyone objects on principle to the concealed trap—but whether ensuring strict compliance with the speed limit will result in fewer accidents is a doubtful inference.

Since the evidence of meters was first quoted in courts those opposed to their use, especially the motoring organizations, have been criticized in some quarters for what is alleged to be anti-social activity. Yet surely the reverse is the case. Radar meters are delicate instruments which can easily become deranged and so give false readings. But more important is the shortcoming clearly demonstrated last week. It is impossible to identify one vehicle from a group travelling together. In practice, therefore, only the lonely, single vehicle can be trapped with accuracy. With its many limitations the radar meter is obviously an unnecessary luxury in law enforcement and opposition to its use is fully justified. There are more effective ways of using police resources to combat accidents than by preventing occasional speeding.

Daytona Controversy

BELLOWS have once again been applied to the controversial fire that has smouldered around the Daytona beach races since 1953. As outlined on page 124, reinstatement for certain British machines is being sought. It will be recalled that, in post-war years up to and including 1952, British motor cycles regularly won all the major awards. Then, for 1953, the rules were altered to exclude pure racing models, and to permit only catalogued roadsters equipped with lighting. Since that period certain production racers from Britain have been banned. The controversy arises from the fact that, meantime, the races have been won on U.S. models—on machines which are, in effect, as far removed from complying with the regulations as are the British outlaws.

The parochial attitude of the American governing body, the American Motorcycling Association, has long been deplored inside, as well as outside, the United States. It is argued in some quarters that the anomaly of the U.S. sporting administration being handled by officials who are rather too partisan in their outlook would be resolved by A.M.A. affiliation to the *Fédération Internationale Motocycliste*. Through the years U.S. officials have adhered rigidly to a policy of isolation where European motor-cycle sport is concerned. Today, thanks to unhappy decisions by F.I.M. officials of late, a merging of U.S. and European interests is probably farther away than ever. Yet the benefits that could accrue from the coalescence are obvious to all.

Defend Such a Summons

THERE has been much talk and argument lately, as exemplified in our correspondence columns, as to whether we can wholly trust the police to be fair in enforcing road law. My experience—among the very longest in the country—is that on the average they are not only just but that when they err, it is more often on the side of generosity than of severity or carelessness. I have only once been summoned for speeding. Looking back, I feel I ought to have defended myself on that occasion for three reasons. First, I was not speeding. Secondly, there was no other vehicle or road user within miles except for the cop some 300 yards astern. Thirdly, I am convinced that I was prosecuted as the result of a definite policy to accumulate convictions or to extort money from motorists whose number plates showed that they came from afar. Now to the details.

Alone on a By-pass

ON the occasion in question I was driving an old Vauxhall on a restricted section of a by-pass about 350 miles from my home. I had with me an adult niece. We were literally crawling. Neither of us had ever seen the by-pass before. It lacked any direction boards of the modern type, merely exhibiting the old-fashioned signposts with a spiky crowd of narrow arms carrying small lettering. We had no

him, was posted to H.M.S. *Thunderer*. (He gave his name to the famous trial for naval riders and his trophy still figures in the lists of the annual Services Trial.) His enthusiasm infected his gun room and eight of its members formed a club. When war was declared in August, 1914, Winston Churchill sent the fleet to Scapa Flow. There was no chance to unload the motor bikes of the club prior to sailing for the North, where they were landed and placed in a hut. Months elapsed before the members had a chance to visit the hut again and they found that their precious models had been turned out into the open in favour of more warlike stores. Some of the engines pardonably refused to start. So the starters towed the non-starters. On meeting an officer of superior rank, a naval man is supposed to smarten up, turn head and eyes in the required direction and salute. The procession of towers and towers met the C. in C., Sir John Jellicoe. Nobody fell off. (This amusing incident comes from *Fight It Out*, by Capt. Oliver Gordon. He was serving aboard the *Thunderer* at the time and during the last war spent 3½ years as a P.O.W. in Japan after being sunk when commanding H.M.S. *Exeter*.)

Hogging the Road

ALL riders should read, mark, learn and inwardly digest the leading article in our January 9 issue. It discusses a very simple situation on which the law seems to be faulty.

Occasional Comments

idea which of the numerous arms pointed to our desired destination. Both of us wear glasses, so we were creeping along, peering at the posts, which were four lanes' width away on our right. Suddenly the cop (whom we had not noticed) came up from astern, rode his motor cycle in front of our bonnet and slowed down with uplifted hand. In our innocence we supposed he had noticed we were unsure of our way and was kindly coming to our help. Not a bit of it. He verbally charged me with doing 37 m.p.h. I doubt if I had touched more than 15 since debouching into the by-pass. Yes, your guess is right. The summons, when it arrived, invited my presence 350 miles from home three weeks ahead—700 miles of driving or rail fares, two wasted days, hotel bills for me, my witness and my solicitor. You can hardly wonder that I wrote a polite letter and paid up my quid. But as the circumstances clearly pointed to a racket, I see now that I ought to have marshalled the full might of the A.A. or R.A.C. and pleaded not guilty. Such summonses should be referred to either organization and defended whenever practicable. We cannot expect the individual motorist to look for trouble in the form of £10 or more in expenses when a plea of guilty will get him off for £1.

Story from a Book

FEW of you, I imagine, have ever heard of the Gun Room M.C.C. In 1914, Rear Admiral Sir Robert Arbuthnot, a Triumph enthusiast whose model always went to sea with

Such situations will become increasingly common as our roads are widened piecemeal. Imagine a four-lane highway, two lanes up and two lanes down, with no central mall and no lane markings. Both lanes of the up half are occupied by vehicles. Should a solitary vehicle proceeding in the opposite direction keep to the inner or outer lane of his half of the road? Such a vehicle was hit in the case under notice by another vehicle coming in the opposite direction and overtaking the two occupied lanes of his own half of the road. The law is that "it is not necessary to hug the kerb." Common sense suggests in defiance of the law that it is wise to choose the safer of the two legal alternatives. Obviously, the farther you keep away from other vehicles which may encroach upon you, the better.

Weight in the News

NO doubt most of you read Vic Willoughby's words about machine weight on January 2 and 9 with some astonishment. He began by raving about the featherweight 350 c.c. racing Moto-Guzzi (227 lb) within which figure it achieves 140 m.p.h., plus fantastic braking, plus ultra-light handling, plus superb steering and roadholding. The use of a horizontal cylinder sets the gravity centre so low that incredibly little effort is needed to swing bends, even at 120 m.p.h. The figure is the more astounding when he adds that during 1957 he rode many orthodox roadsters which weighed on average around 200 lb more. Naturally a roadster carries equipment with which a racer dispenses. But the contrast remains astonishing

23 JANUARY 1958



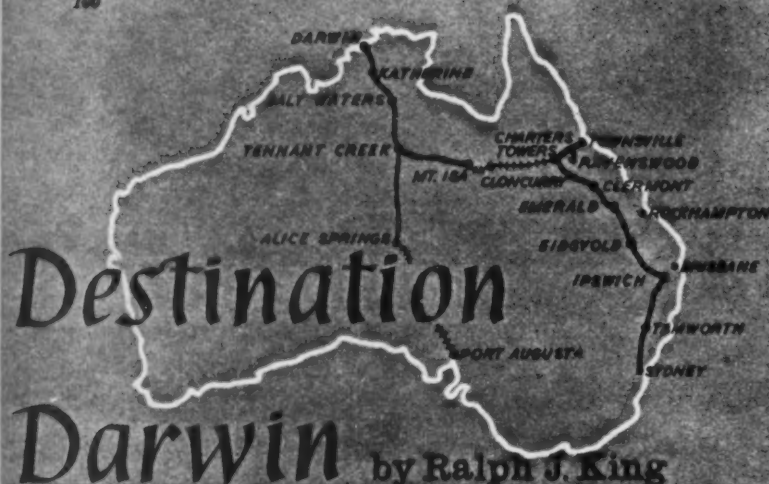
A motor cycle, a camera and scenes such as this in the Otztal valley, Austria, annually provide thousands of British motor cyclists with a fund of memories. Perhaps you, too, are going abroad for your holiday this year?

and disturbing. It looks even worse when I add that many scooters weigh about 300 lb. You may not, therefore, assume that a scooter can be wafted up your front steps with one hand or that all the little 'uns are necessarily easily handled by a slim girl. It is a cheering thought that the use of lighter materials is slowly but surely on the increase and all designers are becoming more weight-saving conscious. You may remember how forcibly Granville Bradshaw used to preach that the cost of motor vehicles, sold in real competition, depended in the final issue upon their weight.

New-type Belt

THE photograph on page 9 of our January 2 issue will remind some readers of much pre-war talk about the revival of belt drive on solo motor cycles—hopes so far disappointed. In the 1900 to 1910 era the belt resembled the girl with a curl right in the middle of her forehead: "When she was good she was very, very good, but when she was bad she was horrid." I can recall the first belt to be hailed as a "power grip." Our baby industry was being slowly killed in 1900 by the twisted-rawhide belt. Then Dawson's introduced their world-famous Lincona vee-belt. Vastly superior to its own

twisted predecessor, it had grave faults: too flimsy to maintain its theoretic 28-degree cross section; apt to collect grit and grind down the pulley angle from 28 to perhaps 40 degrees in prolonged use; sure to lose shape and become hollow-backed. At that point Arthur Goodwin and A. C. Wright produced an astonishing belt. Fundamentally it was just another vee type in leather. But it featured a series of thin metal plates carrying steel bars about 1in long at regular intervals. These bars meshed with semi-circular recesses, similarly spaced, in the pulley flanges, furnishing in theory a combined chain-cum-belt drive "with the advantages of both." Unfortunately, it made a horrible clanking noise. The bars were apt to hop out of the recesses. The metal plates swiftly detached themselves from the leather portion. Worst of all, the belt was prone to breaking and rubbing a large portion off the test rider's leg. Eventually, the ultimate in belts arrived—a sturdy affair of 1in section composed of stiff woven canvas strips embedded in the best rubber. This type of belt was so stiff that a ruffian could almost have cut off an 18in length and used it as a cosh. But the canvas-rubber belt was the best yet. The ingenious metallic belt had failed because leather and weather could never agree. The new PowerGrip belt looks most attractive. No drive can be so silent and smooth as a good belt.



A reminder of Australia's problem—water shortage

THE TRIALS OF CROSS-COUNTRY RIDING IN AUSTRALIA

It takes 5½ hours by B.O.A.C. Britannia to get from Sydney to Darwin, but I thought it would be fun to do the trip on my B.S.A. instead! So I arose one morning well in advance of the earliest lark (or its Australian equivalent), and as I turned my exhausts on the famous Sydney Harbour Bridge the town hall clock showed that it was barely 6 a.m. The route lay inland for roughly 1,600 miles to Charters Towers, then west into barren country.

Through Singleton and Tamworth the bitumen road was in good condition all the way. Near Tamworth a stop was made for lunch beside Rose Valley Creek. I did not see any rose valley, but there was a creek, and I washed in it before continuing. I intended to cover as much ground as possible on the first day, and the speedo showed 500 miles before I decided to camp. I erected a hammock in the bush just off the road and swung inside exhausted.

The sun rose around 6 a.m. After a quick wash from the mouth of my canvas water bag, I strapped my rifle, suitcase and kit bag on the B.S.A. and left for Warwick. I arrived at 9 a.m. and filled fuel tank, water bag and stomach in that order!

From Warwick, the route lay via Normanby Cattle Station, to Ipswich and Toogoolawah. I found that when asking about the route the best way was to pick out the town with the most obvious pronunciation; otherwise, nine times out of ten, I would get the name hopelessly wrong. Unfortunately, the people of whom I inquired did not seem to know the places with the smaller names, and when it came to names such as Goomeri and Barambah they always seemed to be pronounced in a way which had not occurred to me. A surprising number, when asked for the route to a place quite near, would wave vaguely and say they thought it was that way.

North of Nanango a sign indicated a dirt track and a "rest area." Turning, I followed the track for about three miles into the trees. It terminated by the side of a river, amid wooden tables with forms set in concrete. In the middle of the area was a concrete fireplace, in which I soon had a fire going under my billy can of water. I made tea and, after my ride of 400 miles, it tasted better than champagne.

Thoroughly rested, I removed 12 hours' collection of dust from my person by a swim in the river; then, with spirits raised, I retraced my wheel tracks to join the main road again. At that stage the road gave way to occasional stretches of gravel—mild examples of what was to come later. My lights were not so good as they should have been, a hindrance which made the gravel and corrugated stretches doubly dangerous.

Three hours after sunset, in Gayndah, I supplemented my earlier tea with a substantial meal before starting out on the first of the really bad gravel roads. It ran from Gayndah to Eidsvold, some 54 miles, with gravel heaped on either side and ridged in the

middle by the continual passing of four-wheeled vehicles. About half way I found that the heap in the middle disappeared, so I moved over to the middle to escape the corrugations. Without warning I came to a patch where the gravel was heaped again. Unable to avoid it, I hit a patch fully 8 in high at 30 m.p.h. Owing to most of the weight being over the back wheel, the machine threw itself from side to side and, before I had time to think, I was lying face downward in the stuff I had been trying to avoid.

Extricating a leg from under the machine, I lay for a moment in a daze, gradually moving everything that ought to move. Having satisfied myself that no bones were broken, I righted the machine quickly to avoid losing much petrol and, possibly, battery acid. It was all I could do to lift the 400 lb machine with its 90 lb of luggage. The scene was suddenly lit up by an advancing Jeep. Three young chaps got out and helped me straighten some of the bent parts and get the B.S.A. ship-shape. When they had departed I smoked a couple of cigarettes and, feeling almost normal, started off again. My speed was reduced to a mere 15 to 20 m.p.h., for the battery was giving even less light than previously. Ten miles farther on it became obvious that I was inviting another spill, so I pitched camp.

Examination of my right knee showed a large bruise, but nothing more. While I was bandaging myself, another car stopped and the driver inquired as to my welfare, offering me cigarettes, medical supplies and water, all in the same breath! I assured him that all was now well, and as his tail lights disappeared into the dust I climbed wearily into my hammock.

It must have been about 2 a.m. when I was awakened by a loud howling which, to my befuddled mind, suggested wolves! Fully awake, I realized that there are no such animals in Australia, but across the road and clearly discernible in the brilliant moonlight stood a dingo. These wild dogs are not harmful to humans, but I didn't like the idea of one sniffing around my gear during the night, so I intended to scare him off. Heedless of anything that might have been crawling in the undergrowth, I crept across to the bike and withdrew my rifle from its case. He must have heard the bolt click, for as I took rough aim he started to lope off towards the protection of the darker bushland. By the time I was ready to fire, I could not even see him, so I sped him on his way with a couple of wild shots.

In the cool morning air of the following day I set out again, with a very stiff leg and numerous aches which I knew would not be eased by the corrugated roads. The gravel did not look half so bad in the increasing daylight, and I began to feel more at peace with the world by the time I had reached Eidsvold and had some food. From Eidsvold to Duaringa, where I refuelled, the road surfaces varied a lot. After Duaringa I traversed a

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The author with his A7 B.S.A. on the rough road near Bidsvoid, Queensland

desolate 108 miles to Emerald, where I stayed, mindful of the journey of 240 miles through uninhabited country between Clermont and Charters Towers.

At noon next day I began the trip from Clermont with a blazing sun overhead. Leaving the bitumen-surfaced streets of the town, my B.S.A. soon shuddered over the worst corrugations I have ever seen. At times the shaking was so bad that I had to slow from 30 m.p.h. to a crawl; the front fork and rear springing were bottoming with machine-gun-like regularity. Had there been a customer along the road he would have been able to buy a motor cycle at a ridiculously low figure! The whole time I was riding into the sun and had to wear a handkerchief over my nose and mouth to avoid being burnt. Without sun glasses I could not have continued at all. The machine sustained no serious damage, and we limped into Charters Towers exactly 11 hours after departure from Clermont: I had averaged 22 m.p.h.

A search for a decent hotel proved useless, so my hammock was eventually slung between the uprights of a park shelter. The local mosquitoes did all they could to encourage me to leave, but I was too tired to move. At dawn next day I found that my rear tyre was soft but it held the extra air I forced into it with my pump, which first had to be assembled, it having been shaken to pieces by the previous day's journey.

On the map a thin red line leaves the main road from Charters Towers to Townsville at a point about 30 miles from Charters Towers. The line runs roughly south-east to a small town called Ravenswood, which was to be my half-way mark. For 27 miles I followed the route of the red line, crossing four dry creek beds. Then I noticed four smokeless chimney stacks indicating the town in a shallow valley. I learned later that the smoke-stacks belonged to ore-crushing batteries no longer in use. At one time, gold-bearing ore was mined there and the town was rich in consequence. Once there were 24 hotels; now there are two.

Entering the town, I had no trouble finding the store-cum-post office belonging to some friends of mine. Then began five days of convalescence which I sorely needed. The head of the household, of which I quickly became a member, showed me the town and arranged that I should see the remaining mine, from which a certain amount of silver-lead is taken.

My brief sojourn in Ravenswood came to an end all too soon. Perhaps I had grown soft meanwhile, for I left Charters Towers by rail for Mount Isa, where I could pick up the Barkley Highway for the last lap of 1,000 bitumen miles. The Queensland Railways have a passenger train on this run to Mount Isa, but unfortunately I left at the wrong time and had to travel on what they term a mixed train. As we pulled out of the station we had some timber from Canada, an assortment of cars and an even greater assortment of people.

Bucking and swaying, the engine pulled us through places with names such as Pawlathanga, Mungunburra and Homestead. A few hours were spent chatting to a railway employee who carried a time-table. Why he had a time-table I cannot think, for the train disregarded it entirely. However, I was able to copy out the place names between Charters Towers and Mount Isa, such as Kimburra, Warrigal, Poorooga and Ballindalloch. In all, there were 50 places in 500 miles, and we stopped at each one; some of them were little more than a couple of shacks housing railway workers, both white and black.

At each stop all the passengers would alight and stroll around for a few minutes. At one stop, Nonda, I was paying a fantastic price for a cup of tea and an unappetizing sandwich—which I shared with the flies and the local tick-ridden dog—when I got

On the Barkley Highway with its welcome metalled surface. Ralph King joined the Highway at Mount Isa, about 1,000 miles from Darwin, after a train journey from Charters Towers





Near Tennant Creek this monument is erected in memory of John Flynn, the famous "flying doctor"

into conversation with two Hungarians who told me that they were en route for Mount Isa without tickets. One of them informed me that he had left Sydney with 3d in his pocket! I doubt whether they had had as comfortable a journey as I, but they had certainly done it much cheaper (though perhaps they had not counted the cost in hunger). I supplied them with a few biscuits and some tobacco, but I did not feel inclined to foster our new-found friendship in case I was accused of being an accomplice in the event of their arrest. This seemed likely because at each stop the number of passengers decreased until, near the end of the journey, there remained a mere dozen. I credited the ticket collector with the ability to count as many as that!

Late that night we pulled into Cloncurry, where I decided to break my journey, allowing the B.S.A. and luggage to continue to Mount Isa. There is quite an important aerodrome at Cloncurry, and I stayed for two days, when I was able to join the air-conditioned train that I had missed at Charters Towers. For the remaining 150 miles I had a thoroughly enjoyable 5½ hours sitting in a temperature of 75 degrees while the sun blazed outside the sealed windows. Mount Isa came into view at sunset, and as soon as I was able to locate my B.S.A. I began preparing for the 120 miles to Camooweal.

That hop of 120 miles was covered in two hours and 20 minutes, bringing me into Camooweal at 9.20 p.m.—in time for something to eat, I thought. The lady at the tumbledown "hotel" at which I booked a room did not appear to care whether I was hungry or not. She suggested that I might try the café. The whole town consisted of some eight or so shacks of assorted size and build. Not a light shone from any of them; so, after one or two experimental rides along the few tracks in a vain search for the café, I gave it up and went to bed hungry. In the morning I stayed until 8 a.m. in order to get a morsel of food in preparation for the next 321 miles with only one place to eat along the route. I fed on porridge, followed by a grotesque sausage covered with an unappetizing gravy.

With the tank full to overflowing, I exchanged road information with the owner of an S7 Sunbeam going the other way. He was bound for Sydney from Darwin with everything on board bar the kitchen sink, so I warned him of the stretch between Charters Towers and Clermont. The sun had not begun to throw out its burning heat. The first 84 miles were covered in comparative comfort and brought me to Soudan, another cattle station, the buildings of which were of the usual corrugated-iron construction and were surrounded by a wire fence. Within this enclosure stood a lone petrol pump, and on the entrance gate was a notice in letters about a foot high: PRIVATE.

I asked if I could get a gallon of petrol there in order to be sure of reaching the next refuelling point at Frewena, but I was

told by the proprietor that the petrol was for his own use and he was "not interested in the public"! I went on to explain that even half a gallon would mean a further 30 miles for me, but he was adamant, so it appeared useless to point out that the same amount would take one of his heavier trucks only five miles at the most. With fingers crossed I set my course for Frewena. Three hours and 126 miles later only my reserve remained—enough for 12 miles if I slowed to 30 m.p.h. In 10 miles I came upon the homestead, with barely a carburettor full. It was about 2 p.m. and time for lunch.

When I had finished my salad, I refuelled the B.S.A. and continued the journey to Tennant Creek. In two hours I joined the Stuart Highway, which runs south from Darwin to Alice Springs, where it terminates. At this junction stands a recently built monument erected to the memory of Doctor Flynn, who inaugurated the Flying Doctor Service of Australia. It is an imposing structure, yet of simple design, a fitting memorial to a great pioneer.

Tennant Creek lies 16 miles south of the road junction, and I came to it through small, rounded hills some 200ft high. The town has been described as the ugliest in Australia, but it looked good enough to me after 337 miles in the blazing sun. For there was drink, food, a shower and petrol, in that order. I stayed the night in Tennant Creek, and the following morning headed north at 9.30 after first sending a message ahead to the town of Katherine that I would arrive there by 9 p.m.—10½ hours to cover 418 miles.

My first refuelling point was Elliot, 150 miles north, where I took on two gallons before pressing on to Dunmara; there I ate and rested for an hour or so. I should have refuelled also, but did not realize my mistake until I ran out of petrol 41 miles farther on, and 10 miles north of Daly Waters. Inspection showed that I had left the reserve tap open. Knowing that it would be futile to wait, I resolved to hike 10 miles back to Daly Waters. During the 2½-hour "stroll" I had time to wonder whether my calculations had been in error, or whether I had been given short measure in Elliot.

It was 8 p.m. and dark by the time the rotating beacon of the aerodrome at Daly Waters came into sight. I arrived footsore and weary, and tottered into the aerodrome radio room, parched. After a really long drink I explained my predicament, and the officer in charge provided me with a couple of gallons of petrol and took me back to my empty machine in a car. My first inclination was to stay there for the night, but after ringing a friend in Katherine I was told to carry on and knock him up when I got there, no matter what time.

At Larrimah I managed to get another two gallons of petrol just as the hotel was closing for the night. For the next 70 miles, through Mataranka, I made good time and my spirits rose, only to fall again rapidly when, 40 miles short of Katherine, I had my first puncture! Earlier, I had ditched my battery as it had become a mere passenger, so with no light and no moon I set about changing the inner tube. Feeling very fed up, I unstrapped the gear and laid out the tools with more care than one would take when laying knives and forks for a banquet. The pump connection had shaken apart, and a bit was missing. However, with an improvised connection, enough air was forced into the tube for the remaining distance.

One hour later the lights of Katherine came into view. At 4 a.m. I pulled up outside Peter's house; he came out in his pyjamas and pulled me inside to eat the meal which had been awaiting my arrival since 9 p.m. For the small remainder of the night I slept, rising at 8 a.m. and feeling much better. I was able to get a new tyre to replace the bald cover on the rear wheel. We made the change-over and then spent the rest of the day tinkering with a smashed Triumph Twin that Peter had in the garage—and wondering why I had not had enough of motor cycles for the time being.

Departure from Katherine was at 5 a.m. next morning, and in the cool air I covered 143 miles to Adelaide River in three hours. As the proprietor of the hotel there put in my last two gallons of petrol, it began to rain! The wet season should have ended by that time. Could it be that the Fates were making a last attempt to forestall my arrival at Darwin? The remaining 72 miles were covered in continuous drizzle, the only wet ride in over 4,000 miles. I arrived in Darwin shivering with cold, though the temperature was over 70 degrees. My speedo showed that I had covered 4,200 miles in 10 days of riding since leaving Sydney, though the B.S.A. looked as though it had done 40,000!

Perhaps next time I shall fly by Britannia in 5½ hours: at least it would be less like hard work, though less fun.

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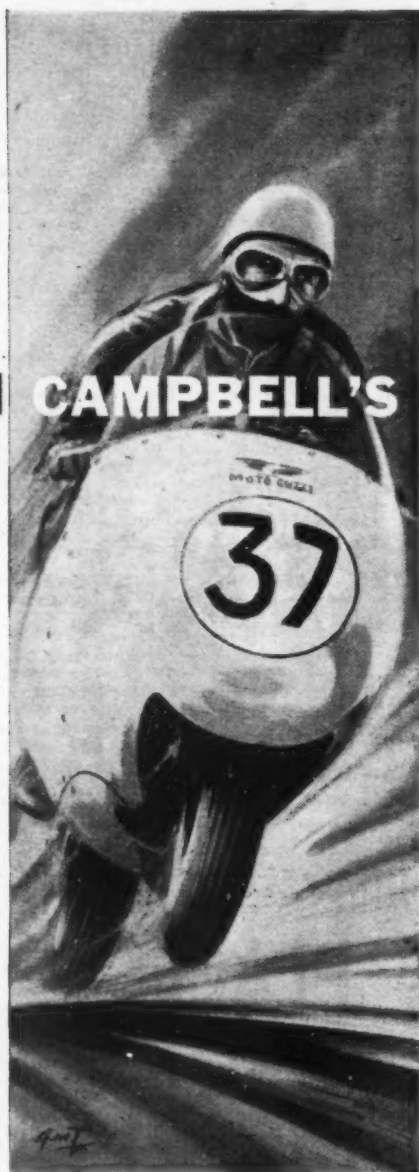
Winner—Roger White

825 STARTED—160 FINISHED !

1956 1st four places and six in first ten finishers. **1957** 1st twelve places and twenty in first twenty-five finishers.

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KEITH CAMPBELL'S INVISIBLE PARTNER



Keith Campbell of Australia, riding a 350 cc Moto Guzzi (No. 37), comes over Ballaugh Bridge, Isle of Man, during the International Tourist Trophy Race 1957.

Keith Campbell, outright winner of the World Motorcycle 350 cc Championship for 1957 says

"A good deal of the credit is due to my partner." This remark from Keith Campbell seems unduly modest as no partner is anywhere to be seen. Nor has one been seen during the whole string of victories that won Keith the 350 cc World Motorcycle crown. But take another look and close at hand you will always see a drum of Shell Motor Oil. Like the rest of the Moto Guzzi team Keith Campbell has good reason for choosing Shell Motor Oil. Through the whole of last year's gruelling racing season the entire Moto Guzzi team relied on Shell Motor Oil. Their faith was rewarded. At the end of an extremely successful season all the machines were stripped down and found to be almost as good as new. Keith Campbell's tribute is typical of those paid to Shell Oils by many of to-day's greatest riders. Shell Motor Oils are especially popular, for they give motorcycle engines the most complete protection that science can devise. They cut to a minimum wear due to sludge, overheating and acid corrosion. They give an engine years more life. No wonder they're at home in the company of champion—they're the world's champion of oils.

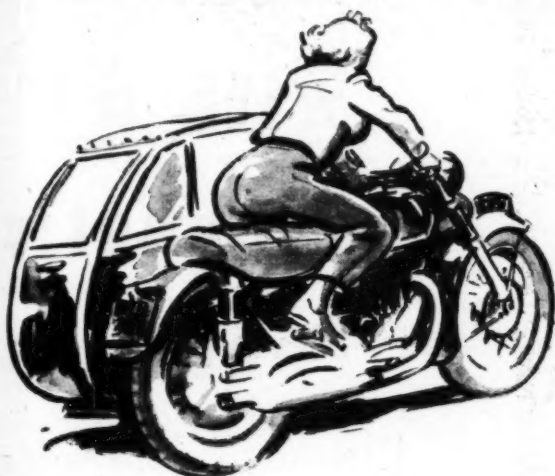
"This last season has certainly proved to me the wisdom of using Shell Motor Oils. Another thing, whenever race regulations permit, Moto Guzzi team up this super oil with Super Shell with I.C.A., they like keeping things in the Shell family."



LEADERSHIP IN LUBRICATION

Adventures of a Greenhorn

By MICHAEL NEVITT



IT is good to laugh at other people, and when the victim is your wife the fun is hilarious. Poor Margaret! The trouble began when we first had an outfit with a sidecar brake. It veered strongly to the left, a characteristic the previous owner had liked but we found disconcerting, so I did a lot of adjusting until the leftward swing was barely perceptible. Margaret still didn't like it. Particularly at low speeds the outfit seemed to jerk almost out of her hands. So I took it to a loose-surfaced side road where all shades of braking could be tried from a touch to locked wheels. With endless patience I achieved an adjustment which would give straight-line stopping (more or less) every time.

Still Margaret was not satisfied. Furthermore, she complained of brake fade and inadequate stopping power on the open road. It was all right—it wasn't dangerous or anything—but it certainly wasn't good, she said. I was baffled by the whole business until one day she came up all pink and not knowing where to look and said: "I've just found out something. You know how when you use the machine's rear brake it operates both, but if you slide your toe over to the left you can operate the sidecar brake on its own? Well, that's what I've been doing all the time."

Laugh? I nearly split myself—until I thought of all those hours spent in making adjustments. Then it did not seem so funny.

So Illiterate

EVERY winter I read up all the tips by the experts on how to ride safely when the roads are ice-bound. And every winter, as soon as the ice comes, I am in trouble. This has happened so often now that I have given profound thought to the possible causes and have concluded that the main one is this: my machines can't read and do not know what is expected of them. So illiterate, these motor cycles!

My latest mishap, however, was really not my fault and was most galling. It had been a model ride all through London where the pavements were white with early morning frost and the roadways horribly slippery. I covered 18 miles without once having to use my brakes except for the last stages of stopping. Relaxed, feet-up, the machine vertical, no sudden swerves or jerks, it was copybook stuff and I made good progress. In town, though, I avoided the gutters (which are often recommended as giving the best wheelgrip) since they were obviously icier than the places where hundreds of car and bus tyres had melted the stuff away.

On the open road the sun had got to work and for long stretches 40 m.p.h. was perfectly safe. Then my route turned

into a narrow lane with trees and hollows, just the place for extra caution. So I saw the sheet of ice in good time and encountered it dead straight, poised and set to ride the section feet-up. At that moment a foolhardy car driver shot past me, spun wildly in the road and made me slide into the ditch. Which just wasn't fair!

Policeman's Lot

THE speed cop told me off for doing something I should not have done and then, business over, chatted about motor cycles as one enthusiast to another. "You people are often very unfair to us," he said, and by "you" he meant all those who write for, or write to, *The Motor Cycle*. "You complain," he continued, "that if you get pinched for speeding you can never tell what you are likely to get for it. But how do you think we feel about it? If I booked you for speeding here where we are now, it would cost you £1; but if it happened a couple of miles down the road—still in my area—it could be as much as £5. Where's the sense in it? Don't blame us for these things."

He went on: "One day I booked a couple of chaps for an offence which I knew was simply because of their ignorance. I made a special note of that factor in my report and gave the details which proved they didn't know they were doing wrong. But it made no difference. They were prosecuted and one of them was heavily fined and lost his licence for a year. He was a driver and it cost him his job. I could have jumped in the river when that happened. I would rather have not reported them and risked my own job; but I couldn't tell what the magistrates would do. On the whole, though, it's the finest and most worth-while job I could think of having. You grumble a bit when we tell you off, but we prevent accidents before they happen—and that's good."

Gear-box Ignition

ONCE I laughed at a young novice for blaming his gear box when his engine cut out. He changed gear and in that instant the engine died; therefore the one caused the other: logic! And I laughed. Now much the same thing has happened to me. An elusive misfire developed in my twin (its very first bother, incidentally—apart from a nut working loose—in 7,000 miles). I guessed that the contact-breaker points might need resetting. As the fibre heel which rides on the cam wears, so the gap gradually grows smaller, retarding and weakening the spark. The book says to check the contact-breaker points every 2,000 to 3,000 miles; I hadn't looked at mine for some 4,000 miles.

However, a job like that takes three minutes and it is rare in my life that I have so much time available all at once. So I suffered the misfire for a few days and began to notice a curious thing: it happened only in third gear. I would pull away in bottom as smoothly as anything, change into second still sweet and easy, into third and, lo, bang, bang, bump until I got into top, when all would be well again. This did not happen once but every time I used third gear in 100 miles of in-town riding. Then I checked the contact-breaker gap. It was out, and I reset it, but the misfiring continued, in third gear only. Then I topped up the gear box with oil and the misfiring vanished.

After much thought, I have worked out the explanation. In its early days that third gear used to howl like a banshee. Well, I have decided there really is a banshee in there which, when neglected (for instance with insufficient oil), reaches out and causes trouble in other places. When you think of it, it can't be anything else.

By the way, talking of routine maintenance, I really must get around to dismantling the carburettor. It hasn't been cleaned for ages. . . .



Herbert Hopwood

Man With a Prophetic Pencil

Pen Portrait by **BOB CURRIE**

of an Outstanding British

Motor-cycle Designer

TIDY and businesslike, the office reflected something of the personality of the man behind the big, brown desk. At his elbow a piston and various other easily-recognized motor-cycle components awaiting his verdict gave a clue to his occupation and, on a table by the wall, a large drawing-board, to which was pinned a partly-completed sketch, told the rest. A motor-cycle designer, obviously; in fact, one of Britain's most successful in the motor-cycle field, for the man at the desk was Herbert Hopwood, responsible for two of the most outstanding of present-day mounts—the Norton Dominator and the B.S.A. Golden Flash. There have been many other designs in which he had a say; and there will be more, many more; but for the present the secrets of his drawing board must remain undisclosed.

Stockily built, and with a dark complexion lit by an occasional smile, Bert Hopwood is a true Midlander (even his surname is also that of a village on the outskirts of Birmingham) and, as might be expected, he holds very definite views and has no hesitation in expressing them in a forthright manner. What kind of views? Those, for instance, on the work of a motor-cycle designer. "The main job of a designer from now on," he declared, raising his eyes from the papers forming a neat pile on the desk, "must be to concentrate on economy in every way. There is a saying in the car world that weight costs money and, to a certain extent, that is equally true in the motor-cycle field; and so, if the initial cost of a machine is to be brought down, as indeed it must be, then weight reduction is of primary importance. There are several ways in which this can be achieved without resorting to the use of more and

more costly light alloys, which would save weight only—not money. But more important still, running costs must be reduced and thus greater attention will have to be paid to petrol economy. By comparison with the fuel consumption obtained on the modern family car the thirst of a motor cycle is too high."

He shook his head sadly. "And yet it is the customer who should really shoulder the blame. The unrealistic accent on maximum speed has greatly hampered the designer in the past; he has had to build according to the demand, and so both weight and fuel consumption have steadily increased. Yet if only the public could be educated to ask for an engine with a fat power curve—for an engine designed to deliver its greatest punch in the middle speed ranges where it is most needed, then we might begin to get somewhere."

Bert Hopwood is no dreamer, no theorist; at 49 he is a man devoted to his chosen occupation, whose hobby is also his work. Yet it is not his only hobby, for he is a fresh-air worshipper and fond of walking; a few years ago his off-duty activities also included mountain-climbing. His pursuits nowadays are less strenuous.

Right from his schooldays he was keenly interested in engineering, and that keenness led to his first job, in 1923, as a learner in an iron foundry forming an integral part of the one-time empire of Components, Ltd. It was an empire indeed, for the Components combine, which included the original Ariel company, covered all phases of motor-cycle manufacture from tube-drawing for the frames to the manufacture of wheel rims.

In due course young Hopwood graduated to the Com-

ponents drawing office, where he served under Val Page, who is still today in charge of Ariel design. Soon, however, Hopwood was made an assistant to Edward Turner, then engaged on preliminary work for the machine which was later to become the illustrious Ariel Square Four. The prototype was fantastically light—not much heavier than a two-fifty in fact—but tooling would have been much too costly and factory finances were at that time running low; a number of standard parts had to be incorporated in the final design and the weight went up as a result.

As older readers may remember, in the late 1920s Britain was heading for depression. In company with many another old-established firm, the Components group crashed, though Ariels survived under new management and operated on a reduced scale. Herbert Hopwood stayed on as chief draughtsman, and among the machines of the period in which he took a hand was the original Red Hunter—a motor cycle that has retained its popularity to the present day.

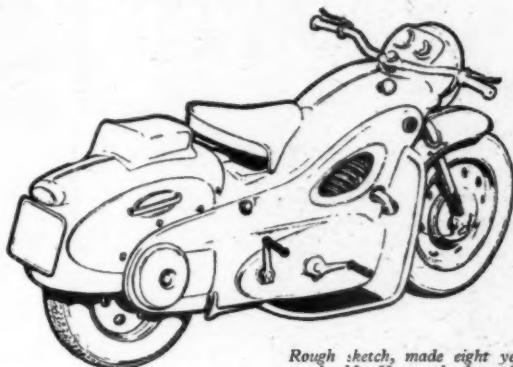
Early in 1936 Edward Turner took up an appointment as general manager (later managing director) of the Triumph company; Bert Hopwood went with him as assistant on the design side. Soon there emerged E. T.'s immortal Speed Twin, the first completely successful vertical twin and a machine that was to herald a new trend in motor-cycle design. Bert Hopwood remained with Triumphs through the war years until, in 1947, there came the offer of a post as chief designer for Nortons. His immediate task was to revise the existing range and that he did, introducing a completely new gear box and redesigning the engines of the ES2, Big 4 and 16H models; soon, however, he was at work on the first engine for which he was entirely responsible—the Dominator, first Norton twin since the earliest days of the company.

Bert's stay at Bracebridge Street lasted for two years and, at the end of that time, he toyed with the idea of leaving the motor-cycle industry. The call was too strong, however, and instead he transferred to B.S.A.s to a job which is a designer's dream—that of a visionary, concerned with looking five years into the future and designing accordingly. Such a position, he comments, is not uncommon in Germany or in the car world, but is all too rare in the British motor-cycle industry. Too often a designer is harassed and short-handed; he is expected to be an office manager and detail draughtsman, and to cope with minor year-by-year modifications. Very little time is left over for crystal gazing.

At B.S.A. Bert sat and thought, then began to draw; he redesigned the Gold Star competition models and produced

a real winner of a six-fifty twin, the Golden Flash (and with it, of course, a five-hundred to replace the earlier Model A7). Looking five years ahead? Remember that the Golden Flash was designed in 1949; and that almost 10 years later it can still be counted among our most attractive machines!

Within six weeks of joining his new firm he was made chief designer, and by 1955 he had become chief engineer to the B.S.A. group, responsible not only for the motor-cycle side but also, in a more remote way, for design policy in the group's pedal cycles and industrial engines. Finally, in 1956, he returned to Nortons where he is today, a director, head of the technical department and in charge of all production at the main works and at those of the associated R. T. Shelley concern. As might be expected, the problems of production occupy much of his time, but his pencil and his crystal ball are far from idle. Motor-cycle design is his whole life and, although today he is content to leave the

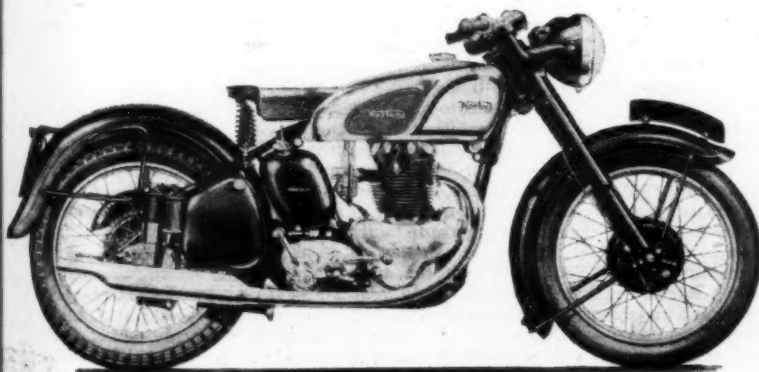


Rough sketch, made eight years ago by Mr. Hopwood, of a utility 20 b.h.p. 500 c.c. side-valve twin

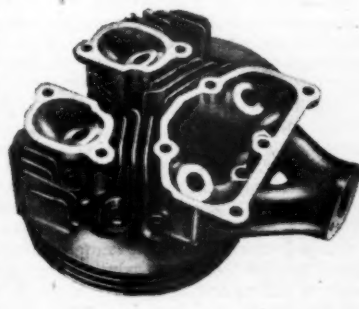
detail work to others, the broad canvas is his responsibility.

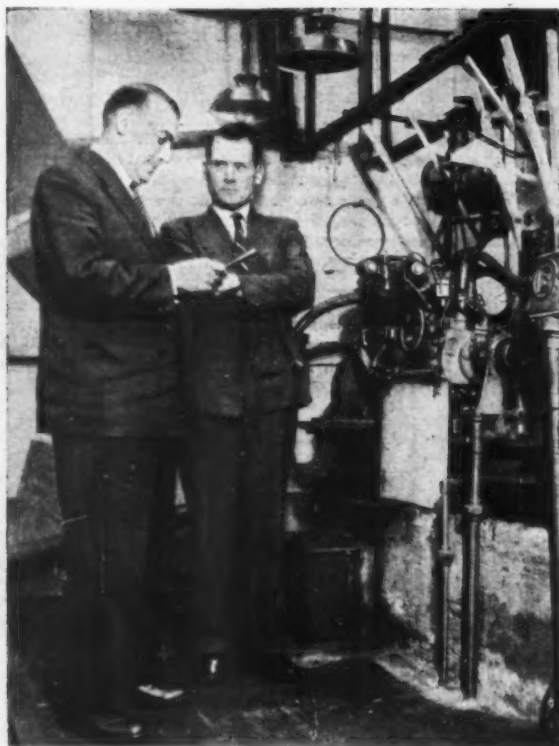
And what may the future hold for us? Bert Hopwood is not in agreement with those who predict a shining future for the scooter. In his view a single-track vehicle will emerge in which the best motor cycle and scooter traits will be combined; it will have the weather protection and ease of mounting which appeal to the scooter rider, but there will also be the inherent stability of the motor cycle. Says he, "I never like to think of the scooter as anything other

A famous Bert Hopwood design: the 497 c.c. Norton Dominator introduced in 1948



And here is the cylinder head of another Hopwood "baby," the 646 c.c. B.S.A. A10. Coring operations are extremely simple. The Y-shape induction manifold is well-radiused at its branching point





Scene in the Norton engine-test shop. Mr. Hopwood (left) compares notes with D. L. Hele, his development engineer. Coupled to the dynamometer is a Manx racing power unit

than a specialized form of motor cycle, and the sooner that line of thought becomes general the sooner the two vehicles will merge."

Already there are signs of such a merger. As the scooter becomes established so there is a trend away from ultra-small wheels while, on the other hand, motor-cycle wheels appear to be growing smaller in diameter. Yet, he feels, it may not be wheel size which affects the handling of a scooter, but rather lack of experience with suitable forks and steering-head angles. After all, the motor cycle has had a far longer development period; and racing, trials and scrambles have all played a part in bringing it to its present state of excellence. "The scrambles boys," he chuckles, "demanded" machines which steer perfectly in mid-air—and we darned well had to sit down and design them!"

There are few fundamental differences between the motor cyclist and his scooter-owning counterpart. Although a woman may be attracted to a particular make of scooter in the first instance because of its colour and general prettiness, she will soon learn its weaknesses, and when the time comes for her to buy a new mount she will shop for it with more discernment—just as a motor cyclist does. Yet there is one point on which they will differ: the scooterist is unlikely to delve into the mechanical specification of his mount. Provided that it is tractable on the road and simple to start, what lies beneath the body can remain a mystery.

Is there a lesson there for the motor-cycle manufacturer? Herbert Hopwood thinks there might well be. Enclosure of the working parts will come sooner or later, but a model need not be more expensive in consequence; the additional cost of the panelling can be offset by finishing the exterior of the engine and gear box more cheaply. From a drawer

in his desk he produced a pencil sketch. "Now this," he explained, "is the type of machine which we might possibly see a few years hence. But let me say at once that the sketch is eight years old; it was just an idea for a cheap five-hundred with a twin-cylinder side-valve engine. There are a number of second thoughts which I would now like to incorporate—rear-wheel springing, inbuilt accommodation for luggage and provision for sidecar attachment, for instance—but there are many points of interest.

"The frame is a one-piece pressing on the stressed-skin principle, with indentations for the battery carrier, tool box and other accessories, so designed that the indentations strengthen the structure; the fuel tank need only be a simple, welded-up box located inside the main shell with a projecting filler neck. You will see from the sketch that I have embodied a live rear axle with an outboard sprocket on the left; the idea was that a single detachable guard could cover both primary and secondary chains. The wheels are pressed-steel discs; cheapness again, of course—no popular car of today retains wire wheels."

I had raised my eyebrows at the mention of a side-valve power unit. Bert Hopwood smiled: "Not a side-valve as you may know it," he said. The type had, he thought, been sadly neglected by the industry, while too much concentration had been applied to the overhead-valve unit. "No motor-cycle designer in recent years has had a completely free hand in developing an efficient side-valve engine; he has had to contend with pressure from the sales and production departments, so that compromise has been necessary. The sales side want something cheap, and the production engineer wants to make use of as many standard parts as possible. The result is an engine based, say, on the existing overhead-valve power unit's bottom half. But there must certainly be a place in the future for an engine with other than a hemispherical head. It would, perhaps, have inclined valves or some such arrangement as is used in the Rover car engine—a fine unit and one that is far from obsolete."

I asked for the Hopwood views on the two-stroke engine. "Remember my words on fuel economy," he replied. "The straightforward two-stroke gobbles petrol if left on full throttle, as riders realize only too well. The incorporation of some sort of valve, possibly of rotary type, would seem to be the next step. Certainly the two-stroke has a future, but there is plenty of room for development. For instance, some form of positive lubrication for the main and big-end bearings must be evolved—and that is not so easy as it sounds."

"Shaft drive," he answered in reply to my next query, "raises a number of problems, chief of them being the initial cost. The motor-cycle industry in this country is relatively small and few firms have the equipment available for producing, say, hypoid gears for the rear bevel box at an economical price; they could be bought from outside suppliers, of course, but the price would be astronomical. Then, too, the adoption of a shaft final drive almost dictates the type of engine to be used in the design; the crankshaft has to be in line with the frame and, try as a designer might, he can never eliminate entirely the effect of torque reaction. Even on a shaft-driven scooter the reaction can be felt in a minor degree; and while it is of little importance on a low-powered machine, the higher the power the more serious the effect becomes. No, chain drives will be with us for some time to come; but before long the open drive will have vanished and full enclosure will lengthen the life of a chain."

And there you have it, a preview of the motor cycle of 19... through the eyes of one of the shrewdest men in the industry. How long we must wait for the motor-cycle-scooter marriage remains an unanswered question; or might it be that the machine of tomorrow is already taking shape on the drawing boards of Herbert Hopwood and his fellow designers?

Back to the Old Love

AFTER 25 YEARS AND 21 CARS, "RIP VAN WINKLE" RETURNS TO THE JOYS OF SIDECARRING

LET the sailing men and ditch-crawlers talk of messing about in boats as a sport that, once tried, can never be given up. But have your little ship sunk and sold for salvage, as I have, and you will probably never want to sail again. Motor cycling is different. Get on in life, buy your first car, work upward through 21 cars from the 2½-litre sports jobs to, as in my case, a 33 h.p. two-seater Packard convertible. But if ever you have known the joys of touring with a good, robust, well-mannered sidecar outfit you will come back just as surely as I have done.

I parted with my beloved 799 c.c. A.J.S. outfit 25 years ago. With it I had hauled my wife, small son and a couple of hundredweight of camping gear (not to emphasize my own 18 stones) all over the popular touring grounds for some 35,000 miles. What a slogger! The change came with the need to turn up looking tidy at various newspaper assignments. Ride up to the front door of the manor on a motor cycle and, such was the contemporary snobbishness, you would hear the butler tell the mistress: "There's a person to see you, Madam." Roll up in a smart coupé and the "person" immediately became a "gentleman."

The pundits say: "It's so much better in a car—look at the protection you need on a motor cycle." But that wrapping-up against the elements is half the fun. A good storm now and again never harmed anyone and what a tonic! Besides, the producers of weatherproof clothing have kept pace with the jet age in their know-how. I could mention half a dozen branded suits and stormproofs that would have been a godsend in those earlier days. And the mounts! I now have an S8 Sunbeam outfit chosen largely because of the shaft drive; I never cared for messing about with chains and still have a sneaking affection for my old Rudge Multi though it often, like a stout dowager, busted its belt.

At nearly 60, ownership of a sidecar outfit helps me to recapture some of the thrills and that "feel" for the fresh air and freedom of the road that knocks off 20 sybaritic years. I believe



sidecar outfits to be the safest vehicles on the road and, as a car driver who has covered an immense mileage, declare that I have yet to encounter a road-hog among sidecar enthusiasts. There is an irresponsible, speed-crazy element among younger solo riders but the average sidecarist has usually bought three wheels for a purpose, perhaps because he is founding a family. He is polite, courteous, seemingly never in a tearing hurry. It is a standard I try to emulate.

A.J.S., Rudge Multi and, still farther back, an Ivy two-stroke.

They all represented grand workmanship in their day but in the intervening years manufacturers seem to have concentrated on greater comfort for riders and passengers on long trips. How well they have succeeded. To be honest, motor cycling of yesteryear was tiring and 150 miles or so were quite enough for one trip. Now one looks forward to weekends in Cornwall or the Lake District from the East Midlands with time for a stroll at journey's end.

These thoughts may be all cock-eyed. Come in, young readers (if you like) and tear the epidermis off grandpa; it's pretty thick! Tell us whether you have changed from the youth of my day—whether it is true that, with an immobile engine, you push your mount to the nearest garage and pay five bob to have your petrol tap turned on or a bit of muck cleared from the jet. Or do you contribute your share in keeping repairers at starvation level by doing the lot yourself? Do you worship the chromium-plated idol or are you a devotee of the good old serviceable black finish? Manufacturers seem to have gone in for lighter materials in engine construction. Is that all to the good? A couple of cast-iron pistons from the old days would have made a good dumb-bell—if they ever wore out enough to be discarded. These modern dual-seats—riding solo, don't you find yourself sitting in a puddle of water when it rains? And is the tool kit meant for use or for ornament? Look out for CEB 147—I'll be seeing you somewhere.



Above: "If ever you have known the joys of touring with a good, robust, well-mannered sidecar outfit you will come back." Left: The author with his S8 Sunbeam outfit

The Classic T.T. Double

PART 2

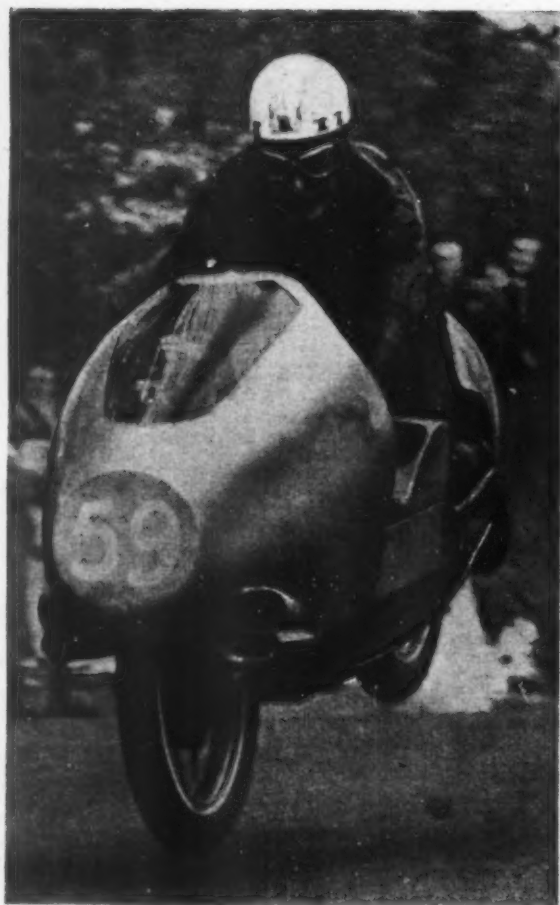
The Post-war Years When Three Young Men

Joined the Select Group of Super Stars Who

Have Won Both the Junior and Senior Races

in One Week

By VIC WILLOUGHBY



Left: Ray Amm on the streamlined Norton "fish" with which he covered a few laps during T.T. practice in 1953. Here he leaps at Ballagarraghyn Bridge

THE brief glut of classic doubles before the war—four in a row from 1931—has not been repeated since peace, and T.T. racing, returned. Dates of the three post-war feats are 1951 (Geoff Duke, Norton), 1953 (Ray Amm, Norton) and 1957 (Bob McIntyre, Gilera). Reason for the change is that Nortons' proud and long dominance of the Senior and Junior classes (before the war a cause of both reverence and despair) was challenged and gradually undermined. And no other make has yet had time to establish so long a supremacy. Moreover, with the waning of one-make pre-eminence, the handful of super stars capable of winning a Senior or Junior T.T. was no longer clustered under a single banner but dispersed among several contending factories.

But Nortons fought a fierce rearguard action, as their share of the post-war doubles shows. Most talented of their jockeys was Duke, whose prodigious run of successes has inspired legions of supporters to hail him the star of stars. Considered on the basis of wins in relation to starts, his T.T. record is incomparable. In six years he made nine starts, finished seven times and scored five wins; his other two finishes were in second place. During that period he made six fastest laps, four of them records. He won six world's championships and, like Freddy Frith before him, was awarded the O.B.E. for his services to the sport.

Highly intelligent, he raced with his head as well

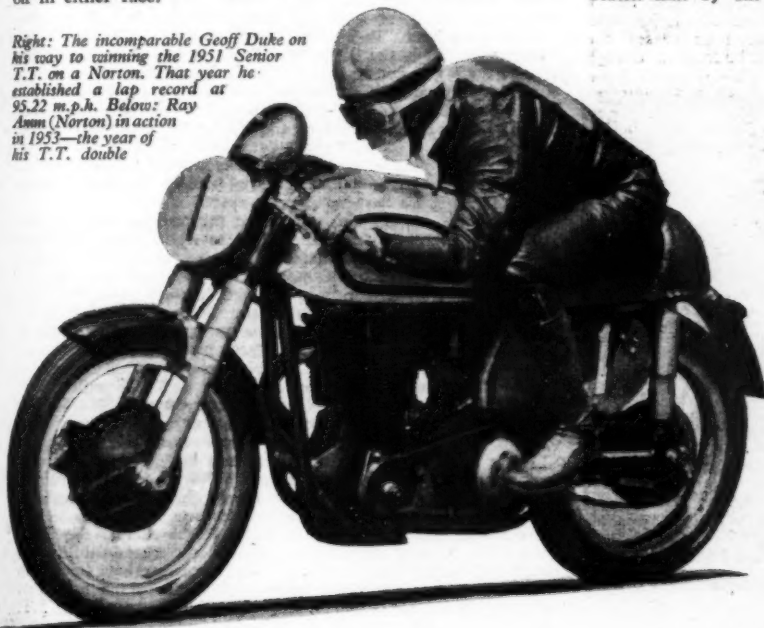
Right: Bob McIntyre (Gilera), who "eclipsed all previous doubles last June." He bettered 100 m.p.h. for the 37.733-mile Mountain lap on five occasions



as his heart, never overtaxed his mounts, and was a heaven-sent blessing to his development engineers. Complementary to his prowess and equally responsible for his great popularity was an engaging personal charm and utter lack of affectation. No man ever bore a crown so glittering as Duke's with more dignity. His qualities are unchanged and we all wish him the best of good fortune this year with his B.M.W.

Victories in the Clubman's 500 c.c. Race and the Senior Manx Grand Prix in 1949 assured him of a place in the Norton T.T. team the following year, when he scooped the Senior Race and backed up Artie Bell's Junior win. Already Duke was the despair of his rivals and there was nothing fortuitous about his double in 1951. The wins were convincing to the tune of 4m 22.4s over Bill Doran (A.J.S.) in the Senior and 3m 17.4s over Johnny Lockett (Norton) in the Junior. Never was Duke's lead remotely challenged from the time he pushed off in either race.

Right: The incomparable Geoff Duke on his way to winning the 1951 Senior T.T. on a Norton. That year he established a lap record at 95.22 m.p.h. Below: Ray Amm (Norton) in action in 1953—the year of his T.T. double



On both the Monday and the Friday he toyed with lap and race records and would undoubtedly have pushed them higher had he been pressed. As it was, mindful that engine wreckers don't finish and non-finishers can't win, he made his upward gear changes on the early side and eased the throttle in top whenever engine speed threatened to exceed the safety limit. In Monday's Junior Race that meteoric Australian, Harry Hinton, senior, gave a rather forlorn chase on another Norton for the first two laps and a bit until he tempted providence too flagrantly at Laurel Bank. The pace blunted the A.J.S. challenge when Doran's engine quit on Lap 5 and Reg Armstrong's model shed a chain within a mile or so of the finish. Jack Brett backed up Lockett to give Nortons a monopoly of the first three places.

It is an interesting reflection on Duke's control of the situation that his Senior lap record of 95.22 m.p.h. was established as a result of misunderstanding. On the opening lap he pulled out a lead of 41s on Lockett and Doran and continued to Ramsey for the second time riding well within his limits. There his signal station gave him the false information that he was third. So effectively did he hurry over Snaefell to Douglas that his lap speed was 2.27 m.p.h. faster than the best by any other rider—Lockett's third. Poor Lockett eventually ceded second place to Doran when the Norton's rear chain broke 12 miles from the finish.

Considering his magnificent record, it is justifiable to ask why Duke has not scored more than one double. After all, Stanley Woods achieved the distinction two years in succession

—1932 and 1933. Well, Duke started off well enough in 1952 by winning the Junior Race from Armstrong (then in the Norton team) by nearly a minute and a half. Indeed, so amazingly consistent was Duke's riding that he chopped 47s off his 1951 race time without approaching closer than 6s to his lap record. (Excluding his pit stop, only 12s separated his fastest and slowest laps.) But in the Senior his luck was out. For four laps he led the race comfortably from Les Graham's MV Agusta four and without getting nearer than 5s to his own lap record. The fourth lap, though, was nearly a minute below par, for the Norton clutch was slipping and at the end of the lap Duke pulled in to his pit and packed up.

In the following three years he rode only in the Senior Race for he was then under the Gilera banner and the factory had no three-fifty at the time. So even if he had not fallen when leading the 1953 race, and even if Ray Amm had not beaten him by 1m 5.8s in the notorious, curtailed, four-lap race the following year (1954), after Duke had stopped for fuel and Amm had not—Duke still could not have scored another double.

The maestro was back to winning form with a bang in 1955. He scorched round to win from Armstrong (Gilera) by almost two minutes and came within an ace of lapping at 100 m.p.h. But again there was no three-fifty ride. In 1956 he watched the whole programme from the by-lines, his competition licence suspended for supporting the riders who struck in the previous year's Dutch Grand Prix. Last year there was more frustration—double in a way. For an injured shoulder made him a spectator once more and that year there was a three-fifty Gilera.

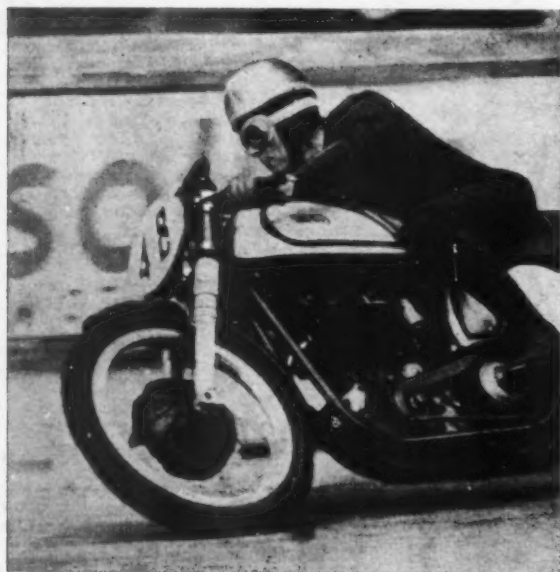
In so far as luck can never be wholly discounted in racing it has been argued that Ray Amm's double in 1953 was the most fortuitous of all. What are the facts to support that contention? A mere 9.6s gave him victory over his team-mate, Ken Kavanagh, in the Junior Race in which he led the field on only



four of the seven laps and in which Geoff Duke was a non-starter. Twelve seconds was Amm's Senior margin over Jack Brett, and on that occasion he survived a last-lap crash at Sarah's Cottage and was one minute down on Duke at the end of the third lap, just before Duke parted from his Gilera four at Quarter Bridge. Furthermore, as a consequence of Amm's spill, Armstrong led the race at Ramsey on the final lap, but had to stop at Waterworks Corner to refit a sloppy rear chain when it jumped the Gilera sprockets.

But all those things are part of the uncertainty inseparable from T.T. racing. And, as Duke was at pains to point out, you can't lightly discount a rider of such incredible determination—a rider who refuses to be demoralized when his rival slips by, having annihilated a one-minute starting difference in only a lap and a half; and who races on with unabated frenzy despite the loss of the left footrest in a spill.

Spare and round-shouldered, ever ready with a grin and a wisecrack, Amm was a 25-year-old Southern Rhodesian who never acknowledged defeat before he retired or passed the chequered flag. His courage was literally boundless, though



Here is Geoff Duke on the way to scoring his first Junior win. His average speed was 89.9 m.p.h. and he lapped at 91.38 m.p.h.

not always guided by prudence. His wild cornering, frequently with the inside foot trailing, was responsible for more missed heart-beats than any other thrill in T.T. history.

No one visualized his doing the double in 1953, even after he won the Junior Race. That win was feasible since Duke had no three-fifty. But the Senior was surely a certainty for Duke? For years his genius on Nortons had offset the speed advantage of the Italian fours. Now he had the speed as well as the genius. Amm, folk said, was wasting his time—and anyway he would probably overplay his hand and prang before the race was through.

In practising for the Junior Race Amm occasionally rode the strange-looking Norton "fish"—a low, streamlined model on which the rider adopted a kneeling posture. But Joe Craig decided the device was insufficiently developed, and Amm raced an orthodox model. The struggle for leadership was extremely close throughout. First time round Rod Coleman (A.J.S.) led Amm by 7s. A lap later they were level pegging—then Coleman went out with a split oil tank. Kavanagh took up the challenge and led Amm by 1s at the end of four laps. In a thrilling finish Amm clinched the issue by knocking 7s off Duke's two-year-old record in the final lap.

In the first lap of the Senior Race Duke cracked the record and swallowed up four-fifths of Amm's 60s starting advantage

(Amm lay third, 10s behind Les Graham on an MV Agusta). Part way round Lap 2 Duke passed Amm and mentally dismissed him as a serious challenger; Duke's lap was another record. But Amm stretched himself and his Norton to the full and gave chase grimly. Then the Gilera gear change started to misbehave, and while Duke was sorting out cogs at Ballaugh Amm repassed. Wisely Duke tailed him at slightly reduced speed, content with his one-minute lead. Both men toppled the record that lap, Amm being 3s the faster.

Amm stopped for petrol, but Duke pressed on, intent upon gaining a lead big enough to more than offset his own fuel stop a lap later. But he skidded on soft tar at Quarter Bridge, corrected, then lost the fight with the ensuing wobble. Amm never went so fast after that, but his last-lap pluck and Armstrong's harrowing misfortune helped to stamp the 1953 Senior T.T. indelibly on the memories of all who saw it.

In two of the most stupendous rides the Island has ever seen, or is ever likely to see, Bob McIntyre eclipsed all previous doubles last June. In his article on January 9, George Wilson skimmed through the highlights of Mac's two rides, but a few more details will not be out of place. On neither day was there a combination of man and machine with the remotest chance of holding a candle to the brilliant Scot and his howling Gilera. In the Junior Race he covered the whole of the second lap with his engine firing on only three cylinders. He then stopped to have the oil plug changed—a separate stop from his scheduled refuelling a lap later—yet went on to win by 3m 39.6s without ever exceeding his first-lap average speed.

His Senior victory was the more meritorious because race length was increased from seven laps to eight. And eight laps (nearly 302 miles) of the narrow, tortuous, undulating, bumpy T.T. course on a 70 b.h.p. streamlined projectile, nudging 155 m.p.h. in places, demands a level of sustained concentration, skill and guts well-nigh superhuman. Four times officially his lap speed beat the magic and hitherto unachieved 100 m.p.h.—and once unofficially, for the 99.99 m.p.h. recorded for his initial circuit was based, inexplicably, on a lap measurement of 37.73 miles, whereas the official distance is 37.733 miles.

Yet the glory of those laps left McIntyre unmoved. To him they were incidental achievements of an arbitrary nature. For, naïve though it sounds, racing is his joy—winning his aim.

There is all of Jim Guthrie's reticence in McIntyre and even greater ability. His modesty, even by the traditional standards of the truly great champions, is as remarkable as it is refreshing. There is also a tremendous sense of loyalty. When Duke dislocated a shoulder at Imola, in Italy, shortly before the T.T., McIntyre—Gileras' new boy—assumed the responsibility for deputizing in the most important of all race meetings for a man whose name was already a legend. So well did he fulfil that obligation that he established himself as the greatest living T.T. rider.

But shrewd judges of talent had seen it all coming for McIntyre's performances as a privateer were fantastic. In his very first Island race (the 1952 Clubman's 350 c.c. T.T.) only a choked jet robbed him of victory—though not of the record lap. Three months later he won the Junior Manx Grand Prix and all but scooped the Senior with a three-fifty. On a home-faired Manx Norton he led the 1955 Junior T.T. for four laps, then, as engine, brakes and suspension went off song, was narrowly beaten by Bill Lomas on a factory Moto-Guzzi. The following year on an unfaired Manx Norton carrying nine gallons of petrol he lay second to John Surtees (MV Agusta), the eventual winner, on Lap 1 before a pannier-tank-mounting failure put him out.

In last year's Junior his plug trouble dropped him to third place and a lap-time study shows that even if Dickie Dale (Moto-Guzzi) and John Hartle (Norton) had not subsequently spilled on an oil patch, they could not hope to have stopped the Scot from winning. For the spectators the highlight of the Senior was McIntyre's rapid obliteration of Surtees' 2m 20s starting lead and his building up of a ½-mile road advantage. Only in response to frantic signals from Duke and Armstrong at Sulby did McIntyre ease the pace in the last two laps so that Surtees repassed—to be beaten by 2m 7.2s.

The classic T.T. double: six men only—Hunt, Woods, Guthrie, Duke, Amm and McIntyre—have achieved that honour. Who will be next? John Surtees on MV Agustas—backed by the only big Italian factory officially supporting this year's Senior and Junior races? How many riders, one wonders, will make the grade in the next half-century of T.T. racing?

Letters to the Editor

Geoff Duke

Appreciation from an Ex-racing Sidecar Passenger

AFTER reading the article by George Wilson in which he gives the reason that Geoff Duke is to continue racing (January 9), may I offer my congratulations to Duke on his decision? The recent spate of top riders saying they would go on racing provided they could find the right machinery, otherwise they would retire, has left me singularly unimpressed. I always thought chaps raced motor cycles because they had a love for racing and two-wheelers, not for the glamour and glory or the money, but I have been having doubts. Now Duke has put me straight. He is going on racing because he obviously enjoys it and he knows inwardly that he is still one of the best riders. Even if he were the world's worst rider his honesty with himself would be an example to all. As it is, being at the top, he is an example to us all as the perfect sportsman.

Maybe there are people who can beat Duke. Maybe he has done nothing spectacular recently in the way of results. But, as always, he has proved himself a great sportsman and the finest ambassador for our sport that ever lived. Let us not forget his support of the privateer in the Dutch Grand Prix fuss. That could only have done him harm for he had nothing to gain from the situation. It was Duke's basic beliefs in fair play and sport that prompted his actions, not the search for glamour or money.

Now that he has signed up to ride for B.M.W. he has done more than get himself a factory ride for 1958: I feel he has introduced a ray of hope into a dull future. I shall make every endeavour to visit at least one of the world's championship races, if only to see Duke on the B.M.W., and I am sure others will do likewise.

Long may "the Duke" reign as a shining example of all that is best in the world of motor-cycle sport.

Odiham, Hampshire.

DENIS JENKINSON.

Good Wishes to Duke and Sammy Miller

THROUGH the pages of your journal I wonder whether you would convey my sincere good wishes to two great riders? First, to Geoff Duke. Being an ardent fan of his, I am extremely happy to read that he is to ride again this coming season and I wish him every success. Whenever possible I will be there in the crowds with many more of his supporters, cheering him on. He is a credit to the sport and the jolly old Union Jack wherever he rides, win or lose.



"What a pretty apron"

Secondly, to Sammy Miller. I wish him many successes. We of the N.S.U. Works Motor Cycle Club will support him in all his races here in the South this coming season as we had the privilege and pleasure of doing on one very notable occasion last year.

London, W.3.

"T110."

Mobile's Manners

Questionable Roadmanship of a Solo Patrol

MAY I beg a little space to recount the following experience? I was driving my Norton sidecar outfit along the Birmingham-Coventry road on a wet afternoon. I was travelling in the near-side lane of the three-lane road and eventually pulled out into the middle lane to overtake slower traffic. The second



"Darn that super exhaust extractor!"

vehicle I was overtaking was a solo ridden by a mobile policeman. There was no speed limit and my speedometer needle showed 40 to 45 m.p.h. I saw the police officer glance into his mirror and, as the nose of my sidecar was drawing level with him, he promptly extended his right arm. I kept going as I had a car sitting on my tail and the road was greasy.

Yes, the inevitable happened. There was the roar of a flogged twin alongside followed by much waving down. I was informed that as I had seen the extended right arm I should immediately have braked to give him right of way (ignoring the greasy road and the car on my tail) and to be more careful next time!

Surely it is the police officer who should be more careful next time? He was in the near-side lane when he made his signal and he made it in the knowledge that a vehicle was about to overtake him. There had been no hint of his wanting to gain the crown of the road before he made his signal. I have no objection to being stopped or booked for a genuine offence but I draw the line otherwise. Is the attitude just that "I'm a copper—watch out?"

Hampton in Arden.

Another Howling Panther

Cure Found but Whine Still a Mystery

HAVING read H. A. J.'s article on the whining Panther (December 26) with very great interest, I feel I must write to tell you of a similar incident that happened to me. I have the same model as H. A. J.—a 1950 598 c.c. Panther—and last year I carried out a major overhaul, renewing main and big-end bearings, chains, valves and guides, etc., after which my wife, nipper and self set out for a holiday in the West Country. While touring the Devon countryside the whining started. I, too, tried to locate it. First it sounded like the engine, then the primary chain, then the gear box, but I just

could not pin-point it. As the engine pulled with its usual gusto I decided to leave everything alone until we got home.

So we continued our holiday but always the whine was there, only stopping when the revs dropped—a characteristic slightly different from that of H. A. J. However, on our first day home I stripped the primary chaincase (as it seemed to be the easiest to get at) and found the case full of rubber. The six shock-absorber rubbers had broken up in the clutch. "That's it!" I thought, "There's my whine." Sure enough, when I reassembled the chaincase complete with new rubbers a short run indicated that the whine had disappeared. My troubles were over, I thought, and carried on knocking up the miles, completely forgetting that I had ever heard such a noise when suddenly, after about six weeks' carefree driving, the dreaded whine returned. I immediately unscrewed the filler cap in the primary chaincase but there were no traces of rubber this time or play in the clutch as I had before. I began to suspect bearings and had visions of stripping down the engine again, though that seemed pretty futile as I did not know what I was looking for. I kept delaying the task as the machine's performance was not impaired in the least. A few weeks ago I had a topping-up and greasing session, including the primary chaincase. Next day the whine had disappeared. So that is it: every time the whine occurs it is an indication that the chaincase needs topping-up. But why? It still remains a mystery.

One thing I am thankful for is that H. A. J.'s article appeared after I had cured my trouble. Otherwise I should certainly have stripped down the engine again.

Boreham Wood, Herts.

Parallel Twins

An Enthusiast Defends Their Durability

AFTER reading the opinion of "Realist" (December 19), I feel that I must write in defence of vertical twins. He claims that after 30,000 miles of hard use they are ready for the scrap heap. Well, my last machine—a 500 c.c. sports twin—was sold at 70,000 miles. The original bores were still well within limits, there was very little main-bearing and big-end wear and the paintwork and chromium plating were in quite good condition.

In case my riding does not come under his definition of hard use, I may add that I covered 20,000 to 25,000 miles each year in summer and winter, travel which included some city riding, anything up to 100 miles a day to and from a particular job, numerous trips from Aberdeen to London (each trip covered in a day's journey), 5,000 miles each year on the Continent on roads ranging from pavé to autobahns and mountain passes in the Dolomites, Alps and Pyrenees.

I don't know what "Realist" does with his pushrods and



A dog inspects the road marking referred to in the letter entitled "More Road Signs Needed?" at the foot of column two. Cost of the sign was 7s 6d

valves. In my 70,000 miles one valve was replaced—my own fault for riding all day on an autobahn on a main jet that was too small. Plugs, valve springs and chains were replaced automatically every 15,000 miles; the springs and chains were still within wear limits but I'd rather be safe than sorry. Brake linings were renewed only once, as were the telescopic-fork bushes. On the subject of tyres and baffles I agree with him. Tyres at one time were grim and, although I tried various pressures from 20 to 32 lb, I always had side-wall fractures before the treads were worn.

I try to ride on set throttle openings depending on traffic—60 m.p.h. on British trunk roads, 70 on the French routes nationales and 80 on the autobahns and autostradas—to avoid hard acceleration and braking and to use the gear box and high revs in the mountains.

For those tough correspondents who ride without a screen—usually in the south of England, I notice—I suggest a few winter journeys here in the north-east of Scotland, then let them reconsider their opinion.

Finally, as to scooters, I would certainly prefer one for town work. My present mount can be a nuisance in traffic and, after seeing scooters touring all over Europe, they have my every respect.

Aberdeen.

JIM REID.

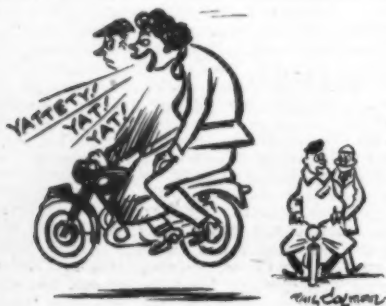
More Road Signs Needed?

Lone Rider's Efforts Make a Junction Safer

CERTAIN areas in London contain many examples of road junctions where one of the roads regularly carries faster and more numerous traffic than the other intersecting road. Although the busier road is generally treated by road users as a major road, in many cases no appropriate signs or markings are provided on the lesser road. Consequently, sooner or later some unknowing or careless motorist crosses the major road at speed with unhappy consequences.

The accompanying photograph shows a crossing of the type referred to. Here, no fewer than three accidents have occurred since June 27 last. The road running horizontally across the picture is a wide and straight road along which considerable fast traffic moves daily, especially during the peak hours. The other road gets little traffic. It happened that while riding a motor cycle at moderate speed along the horizontal road I was hit at right angles by a car travelling too fast in the direction in which the intelligent terrier is looking.

When I discovered that two further accidents followed mine, I began heavily to bombard (with pen and camera) the Ministry of Transport, the Commissioner of Police and the local council, ruthlessly determined to have an appropriate warning sign erected or marked close to the major road near the dangerous



part of the junction. Recently my all-out attack succeeded and I found (with camera in hand) a terrier admiring a large SLOW sign painted on the road just where it is wanted. The cost of this sign, by the way, was 7s 6d.

I suggest that other motor cyclists, for the benefit of all road users, follow my lead where circumstances call for such action to improve the conduct of poor drivers. It seems that many more such signs are needed and, provided there is no excessive red tape, their cost would be negligible.

London, W.4.

W. C. HAYCRAFT.

Saddle Height

Keen Enthusiast Overcomes the Difficulties

THE letter from "Short Legs" (December 19) makes me wonder why people who are obviously not enthusiasts trouble to write. My height is 4ft 10½in and my inside leg measurement is 20½in. To be able to touch the ground with the ball of one foot when astride my machine I have stripped the foam rubber out of the front of the dual-seat and now sit on the dual-seat frame on top of the tool box. My machine is a 1956 five-hundred Dominator which weighs over 450 lb and has to be manhandled down a narrow entry passage, up a step and into a small shed. All that has to be done with the machine on alternate head locks and with a lot of heaving to bring the back end in line as there is no room for a straight run in. But, believe me, that surge of power compensates for all the inconvenience.

Salford, 7.

"JBA 679."

Smaller Wheels the Answer to the Problem?

VIEWS on saddle height were expressed by correspondents in your issue for December 19 and I agree that the seating is too high for men of 5ft 3in or so. Should a rider want a three-fifty or bigger overhead-valve machine, then he must of necessity be no less than 5ft 6in for safety reasons, as one must have a firm foothold when stopped in traffic, especially if carrying a pillion passenger.

The 17in-diameter wheel is most certainly the answer to the problem and I don't think our motor-cycle manufacturers would lose anything by trying it. What are other riders' views?

Hessle, Yorks.

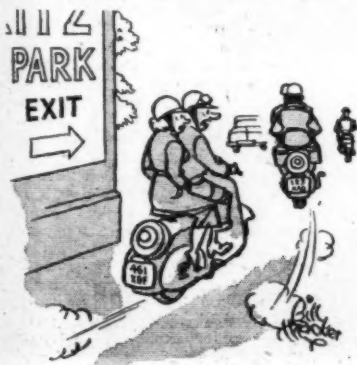
"SHORTY."

The Classic Hour Record

An Outstanding Ride by Walter Handley

BOB MCINTYRE'S performance in breaking, among others, the 500 c.c. hour record with a 350 c.c. machine recalls a very famous occasion back in 1926 when another three-fifty also broke the 500 c.c. record. Further, this achievement also was attained by a world-famous road racer, the late Walter Handley. The occasion was the Brooklands 200-mile solo race, the 350 c.c. class of which, incidentally, had been won the previous year by Handley on his Rex-Acme.

At the start of the 1926 event the one-and-only Walter lost 14 minutes owing to a cut front tyre. When he got going it was obvious that the famous Handley temperament was roused.



"That registration number seems familiar - Goodness gracious, Mabel! We're on the wrong scooter!"



His epic ride was one of ice-cold brilliance and, in spite of having to wend his way past about 30 other competitors on the track, he finished second to Bill Lacey at a speed of 80.26 m.p.h. In the process he broke world records from 50 kilometres to two hours, most of them applying also in the 500 c.c., 750 c.c. and 1,000 c.c. classes. His speed of 91.20 m.p.h. for the hour also gave him the record in the 500 c.c. class. His machine was a single-cylinder o.h.v. Rex-Acme Blackburne on which he achieved so many successes.

Birmingham.

"EGDUR."

Sawing Through the Ages

Push Method is Comparatively Recent

YOUR contributor "Wayland's" remarks regarding saws (January 2) are most interesting. The fact is that only in the western hemisphere are saws sharpened to cut on the push stroke. Throughout Asia saws cut on the pull stroke and until the introduction of steel, all bronze and early Iron Age saws cut on the pull both in Europe and Asia.

Steel made possible the stiff, thin blade we all know for wood saws; the steel is stiff enough to resist bending on push. The question of why the change occurred at all is answered by the advantage gained by the gravity-aided down stroke. We will all have observed that nine-tenths of heavy sawing done by hand is executed with the operator kneeling on the work supported on trestles and the sawing is downward. Smiths who, in the old days, were often carpenters as well, adapted wood-cutting practice to metal work and hence the blade of a hacksaw is fixed in the frame so that the teeth face away from the operator.

The Indian carpenter to whom "Wayland" referred is just conservative.

Chelmsford.

A. D. OST.

Head-on Encounter

Strong Disagreement with Editorial View

I WAS surprised and shocked to read the view taken by you in your editorial "Hogging the Road" (January 9). In my opinion there is no excuse for any driver to be driving three abreast on a four-lane highway. The correct procedure, surely, was for the first driver to keep to his correct lane and sound his horn when the slower cars obstructed him, when, no doubt, they would have pulled over and allowed him to pass without inconvenience to oncoming traffic. I regret to say that a large number of motorists have no idea when to use their horn, the sole occasion in many cases being when some unfortunate stalls his engine as the traffic lights change to green.

Clevedon, Somerset.

A. C. CHING.

The Editor does not hold himself responsible for the opinions of his correspondents. Letters should be addressed to the Editor, "The Motor Cycle," Dorset House, Stamford Street, London, S.E.1, and must be accompanied by the writer's name and address.

Geeson Talks to Bemsee



Dissertation on Celebrated

Racing Two-fifty Engine

by Its Designer, Con-

structor, Rider

Bob Geeson explains the whys and wherefores of a cylinder head while Douglas Dodd begins dismantling the complete engine

TIME: about three o'clock in the morning. Place: the machine shop of a large factory—deserted save for a solitary figure bent over a vertical milling machine. The night's endeavour has begun to take its toll. Tired eyes blink fitfully. Weary hands grope for the machine's levers instead of finding them in a swift, sure movement. Fatigue has made the brain sluggish and sequences of operations require conscious effort. The last of a series of intricate machining operations on the timing case of a racing

engine is being undertaken. Suddenly the cutter ploughs through the bottom of the case and hours of labour are wasted. Nearly three weeks' spare-time work has to be begun all over again.

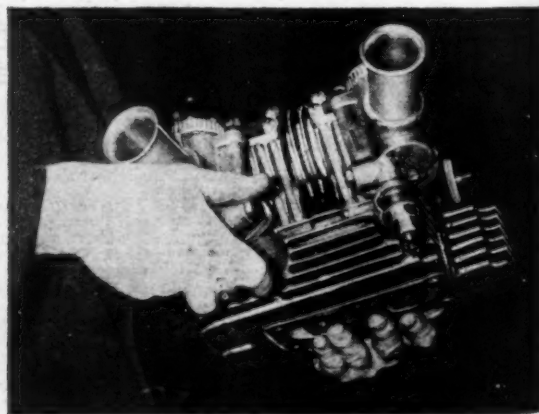
That incident occurred when, with the T.T. only a few weeks ahead, Bob Geeson was building the first of his celebrated 249 c.c. twin-cylinder double-overhead-camshaft R.E.G. racing engines. And it was related during an absorbing talk given by Geeson to B.M.C.R.C. members in London last week. The talk was made

all the more interesting by the fact that Geeson had brought along one of his engines which, aided by his collaborator Douglas Dodd, he stripped for the benefit of the gathering.

Design work on the first R.E.G. began in 1949. A twin-cylinder layout was chosen because it offered more scope for development than would a single and yet would not suffer from the complication of a four. A middle main bearing was provided for the crankshaft. Construction was started in January 1950 and,



Left: The twin overhead camshafts are driven by a train of gears. Geeson holds up the timing case for inspection. Below: Close-up of the cylinder head showing the splayed inlet ports



though Geeson made practically every part himself, the engine was completed in time for the T.T. in June.

Though lubrication bothers restricted him to completing only three practice laps (the minimum necessary for qualifying), the R.E.G. proved so swift that he covered the first two laps of the race in what would have been well under replica time. However, on Lap 3, one of the oil-feed pipes to the cam boxes broke and he lost 16 minutes. Nevertheless, he finished 12th. Best performance in 1951 was seventh place in the Ulster Grand Prix.

Several modifications were made for 1952. The middle main bearing was removed. Another change was that the piston-type tappets were discarded in favour of square-section tappets and the valve stems were shortened. Asked from the floor about his choice of square-section tappets, Geeson said that, while a cylin-

drical tappet was the easier to make, it was heavier than its square-section counterpart. Since the tappet should make maximum-area contact with its cam (to minimize wear) the tappet foot had to be curved. A cylindrical tappet must, therefore, be prevented from rotating and that involves machining a flat along its length. The presence of the flat limits the amount of metal that can be drilled out of the tappet to cut down weight. With a square-section tappet the only limitation on the amount of metal that can be removed is the wall thickness required to provide adequate strength. The modifications reduced the weight of the reciprocating parts of the valve gear by no less than 25 per cent.

In 1953 Geeson altered the valve-spring arrangement and as a result the engine would operate safely at speeds in excess of 9,000 r.p.m. But a decision to "take a chance" with a cracked piston (in preference to using his only spares—which gave a lower compression ratio) in that year's "Ulster," ended with the piston disintegrating and wrecking the engine. Modifications to the webs around the gudgeon-pin bosses cured the bother and, in the hands of John Surtees, the R.E.G. chalked up its first win—at the September meeting at Brands Hatch. The next year saw the R.E.G., with Surtees up, unbeaten except on two occasions when mechanical trouble was encountered.

At the end of 1954 Geeson sold the No. 1 machine to an Australian enthusiast and laid plans for a second engine which was completed in April 1956. The new engine was for the most part identical with its predecessor—improvements being confined to the porting and the use of shorter connecting rods.

It was not until 1957 that the R.E.G. again hit the headlines—which it did right nobly by making fastest 250 c.c. practice lap in the German Grand Prix at Hockenheim. The machine, ridden by John



Here Geeson displays one of the core boxes for the cylinder-head casting

Hartle, was clocking 125 m.p.h.! On race day conditions were diabolically wet and peak engine speed was down by 1,000 r.p.m. Nevertheless, Hartle finished eighth even though the magneto became waterlogged. At the Dutch Grand Prix last year a last-lap spill caused by oil on the rear tyre robbed Hartle (whose riding number was 13) of a certain seventh place. The throttle stuck open after the crash and the engine burst at astronomical r.p.m.

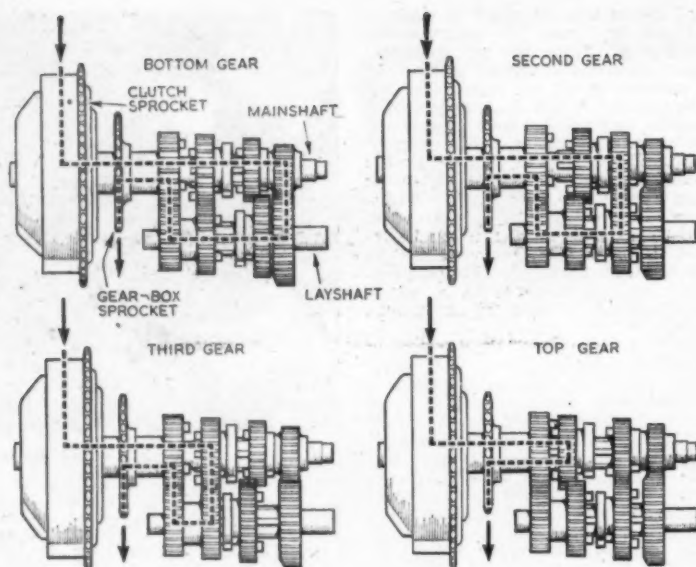
The coming season? Geeson hopes to have two machines ready. One of them will be ridden regularly by Derek Minter and the other, his MV Agusta commitments permitting, by Hartle. Minter's first outings will be at Brands Hatch on Good Friday and at Crystal Palace on Easter Monday. And it is hoped to have Hartle's model on the line at Oulton Park on Easter Monday.



Above: Shown on the left in this picture is the one-piece crankshaft, which was machined from a solid billet. In the first engine a middle bearing was employed

Right: Five members of the enthusiastic audience scrutinize one of the R.E.G. castings with appreciative eyes. Engine components were circulated round the room as each one was dismantled



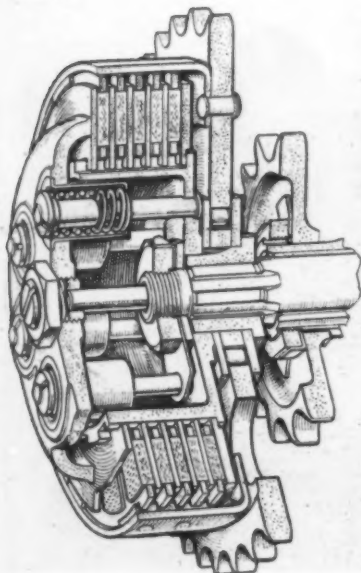


Above: How the power is transmitted through the gear box in each of the four gears. Below: This Burman clutch has five friction plates

For New Riders

Part 8

The Transmission



SO far our investigations into the way in which a motor cycle works have been confined mainly to the engine and its ancillary equipment. Logically, the next step is to discuss how the power developed by the engine is transmitted to the rear wheel. Unlike the steam engine, which produces usable power at extremely low speeds, the petrol engine develops its power at comparatively high speeds, in the case of a 500 c.c. o.h.v. single, between, say, 2,000 and 5,500 revolutions per minute. Moreover, within these limits, the power increases as the engine speed rises so that, in this instance, maximum power is produced at 5,500 r.p.m.

To enable the power unit to reach such speeds when propelling a machine, the engine must obviously spin very much faster than the rear wheel. The amount by which the engine is geared down is such that maximum power is achieved in top gear when the machine is travelling at its level-road maximum speed. With the average five-hundred in top gear the crankshaft rotates about five times for each revolution of the rear wheel.

However, while a ratio of 5 to 1 will enable the best use of our 500 c.c.

engine's power to be made at speeds of over, say, 40 m.p.h., the ratio is too high for satisfactory operation at much lower speeds. Thus, in addition to top gear, a motor cycle is provided with up to three lower ratios which can be selected at will. Further, what is called a neutral position is provided in the gear box to enable the engine to be run with the machine stationary.

Another means of disconnecting the engine from the rear wheel is known as the clutch. It permits the engine's drive to be taken up smoothly for moving away from rest and it facilitates changing from one gear to another.

Most motor cycles employ chain drive. The chains used are of roller type and are like pedal-cycle chains only heavier and stronger. Usual practice is to have two chains. One (the primary chain) transmits the drive from the engine to the gear box via the clutch; the other links the gear box with the rear wheel. The chains run on sprockets. With top gear engaged the gear box acts as a direct-drive unit and the reduction between engine and rear wheel is gained by employing sprockets having different numbers of teeth. For the lower ratios—called the indirect ratios—further reductions are effected by meshing pinions of different sizes in the gear box.

As to top-gear reduction, let us assume that the sprocket on the engine shaft has 18 teeth and that on the clutch has 36 teeth. The clutch thus rotates at half engine speed and hence there is a primary reduction of 2 to 1. Similarly, if the gear-box sprocket has 19 teeth and the rear-wheel sprocket 57 teeth, there is a 3 to 1 reduction in the secondary drive. The product of primary and secondary reductions is the overall top-gear ratio, in this case 6 to 1.

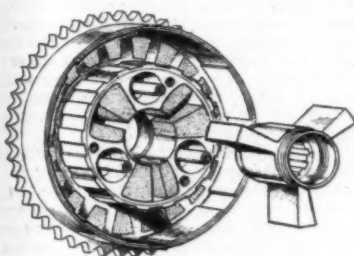
Let us examine the construction and method of operation of a typical motor-cycle four-speed gear box. (What follows, it is emphasized, is typical. Detail construction and operation varies with each make of gear box.) The box consists of a cast-aluminium shell in which are mounted two steel shafts, usually one above the other. The upper shaft is known as the mainshaft and the lower is called the layshaft. The gear box is mounted in the frame so that the shafts are at right angles to the machine's longitudinal axis.

On each shaft there are four gears. First let us consider those on the mainshaft. At the extreme right-hand end is the bottom-gear pinion which is locked to the shaft and therefore rotates with it. Inboard of the bottom-gear pinion there is the second-gear pinion which is free to revolve on the shaft. On the left-hand face of the pinion are milled robust, square-section teeth called dogs. The dogs can be made to engage with similar dogs formed on the right-hand face of the third-gear pinion.

Salient feature of the third-gear pinion (which has dogs on its left-hand face also) is that it is mounted on splines incorporated in the mainshaft and is thus free to slide axially along the shaft but, unlike the second-gear pinion, is not free to rotate independently of the shaft. The remaining mainshaft pinion is designated

the sleeve gear; it is free to rotate on the shaft and has dogs which can engage with those on the adjacent (left-hand) face of the third-gear pinion. The sleeve gear extends through the left-hand end of the gear-box shell and carries the gear-box sprocket which thus turns with the sleeve gear. Fixed to the extreme left-hand end of the mainshaft is the clutch.

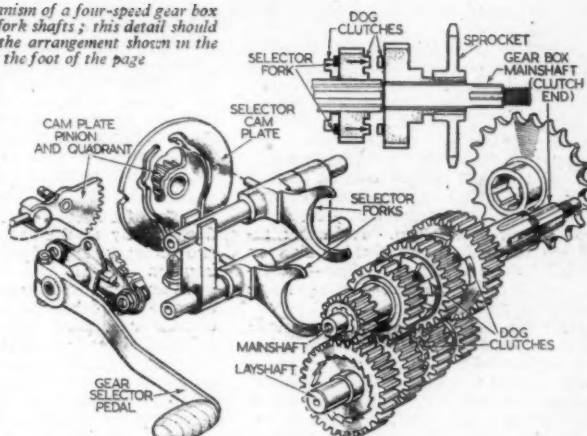
The four layshaft pinions mesh with those on the mainshaft. The left-hand face of the layshaft bottom-gear pinion, which is free to rotate on the shaft, has dogs which can be engaged by those on the right-hand face of the second-gear pinion. Like the mainshaft third-gear pinion, the layshaft second gear is splined to its shaft and can slide along it. There are dogs also on the left-hand face of the second-gear pinion and on the right-hand face of the third-gear pinion which is free on the shaft. The final layshaft pinion is fixed to the shaft and is in mesh with the sleeve gear.



A rubber, vane-type transmission shock absorber is incorporated in the Norton clutch shown

The pinions which can slide along their shafts are the means by which the various gears are engaged and each is moved by a fork-shape claw called a selector fork. These two forks slide along a fixed spindle and are actuated by means to be described later.

Gear-change mechanism of a four-speed gear box with twin selector-fork shafts; this detail should be compared with the arrangement shown in the sketch at the foot of the page



Operation of the gear box is straightforward. The act of engaging bottom gear moves the layshaft second-gear pinion to the right until its dogs engage with those of the layshaft bottom gear, thus locking the latter to the shaft. So the drive is along the mainshaft, through both bottom-gear pinions to the layshaft, thence through the layshaft final (left-hand) pinion to the sleeve gear.

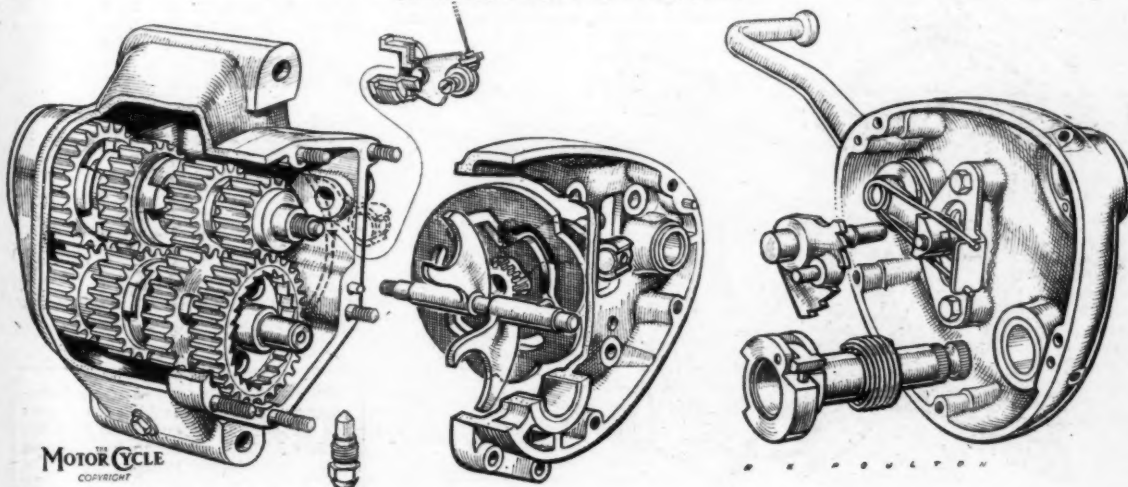
Although, as mentioned, the layshaft second gear is moved to the right when bottom gear is engaged, the width of its teeth is such that it remains in mesh with the mainshaft second gear. However, as it is free to spin on the mainshaft, that gear merely rotates idly and does not transmit any power. At the same time the layshaft third gear spins idly under the action of the mainshaft third gear. Because all the pinions in the gear box remain in mesh irrespective of which gears are transmitting the drive, the gear box is described as being of constant-mesh type.

When an upward change into second

gear is made the layshaft second gear is moved to the left to disengage it from bottom gear and, at the same time, the mainshaft third gear is moved to the right so that its dogs engage with those of the second-gear pinion thereby locking it to its shaft. Path of the drive is thus through the second-gear pinions to the layshaft and thence to the sleeve gear as before. Similarly, for engagement of third gear, the mainshaft third-gear pinion is moved left to disengage it from the second-gear pinion while the layshaft second-gear pinion is moved farther to the left until its dogs mesh with those of the third-gear pinion, locking it to the layshaft.

For top gear—in which the drive is direct, it will be recalled—the layshaft second-gear pinion is moved to the right to disengage it from the third-gear pinion and, at the same time, the mainshaft third gear is moved farther to the left so that its dogs engage with the sleeve gear. The sleeve gear is thus locked to the mainshaft and the layshaft revolves

The four-speed gear box illustrated below is that currently employed on Norton, A.J.S. and Matchless machines. The gears are shown in the neutral position, i.e., none of the dogs is in engagement



MOTOR CYCLE
COPYRIGHT

idly. In neutral, none of the sets of dogs is in engagement.

It will be realized that the gear-box internal reductions in bottom, second and third gears are effected by having a smaller number of teeth on the driving pinions of the mainshaft than on the driven pinions of the layshaft. For example, if there are 10 teeth on mainshaft bottom gear and 20 teeth on layshaft bottom gear, then the layshaft will spin at half the speed of the mainshaft when bottom gear is engaged. A further reduction arises from the fixed pinion on the left-hand end of the layshaft—a driving pinion, be it noted—having fewer teeth than the sleeve gear.

How are the selector forks operated? Most common method is by a cam plate—a substantially circular steel plate in which are cut two slots of irregular shape, one for each fork. The body of each fork incorporates a peg which engages in one of the slots. Rotation of the plate causes the selector forks to move along their spindle. In order to provide positive location for the selectors in each gear position (and thus prevent the gears from jumping out of engagement), the periphery of the cam plate bears notches which engage with a spring-loaded plunger housed in the gear-box shell.

Rotation of the cam plate is usually by means of a toothed sector meshing with a small pinion mounted centrally on one face of the plate. The sector is moved by a rocking pawl which, in turn, is actuated by a lever connected with the gear-change pedal. Self-centring spring mechanism is incorporated to return the pedal to the mid position after each change up or down. On most British machines the pedal is moved downward for upward changes and upward for downward changes.

The clutch, on the majority of machines, is mounted at the left end of the gear-box mainshaft and, in its simplest form, is best visualized as consisting of two main parts—a driving member and

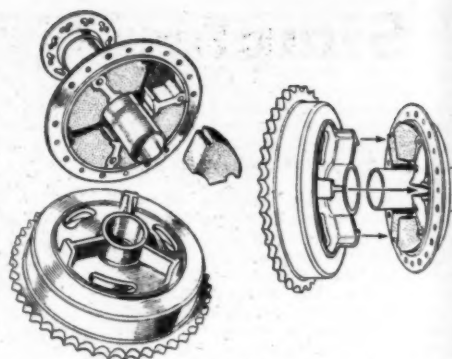
a driven member. The driving member is the clutch sprocket which is pierced with a series of circumferential holes into which are pressed pieces of friction material, usually cork or a bonded-asbestos product. The inserts, as they are called, project on both sides of the sprocket by about $\frac{1}{2}$ in.

Inboard of the clutch sprocket is a circular steel plate fixed rigidly to the mainshaft and incorporating a ball bearing on which the clutch sprocket runs. Outboard of the clutch sprocket is a second circular steel plate called the pressure plate; it is splined to the mainshaft and hence must turn with it but can move laterally. These two plates constitute the driven member.

When the clutch is engaged, coil springs acting on the pressure plate force the clutch sprocket to be gripped between the two steel plates and hence the engine's drive is transmitted to the gear-box mainshaft. In the early stages of engagement a certain amount of slip between driving and driven members takes place which ensures smooth take-up of the drive.

Disengagement of the clutch entails forcing the pressure plate away from the clutch sprocket which can then spin freely on its bearing. This is done by means of a long steel rod—the clutch thrust rod—passing right through the mainshaft, which is hollow, and projecting from each end. When the clutch lever on the left side of the handlebar is operated its force is transmitted by cable to a second lever on the gear box. This second lever pushes on one end of the thrust rod, the other end of which then bears against the pressure plate, forcing it outward against the compressing action of the clutch spring or springs.

So much for a simple clutch. In prac-



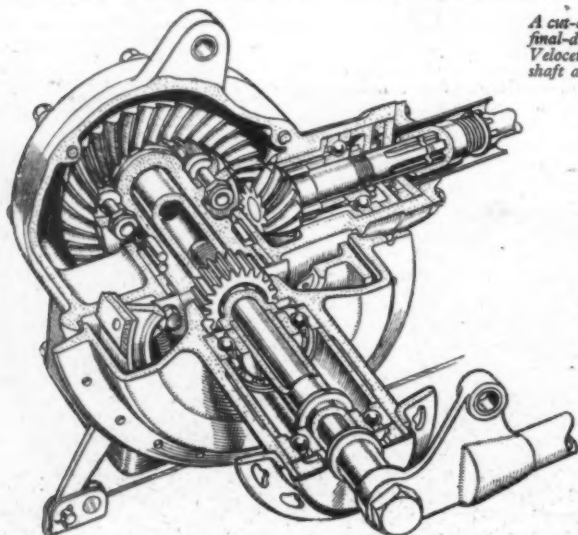
On some machines a transmission shock absorber of rubber-block type is built into the rear hub

tice the clutch of a powerful machine may employ as many as six driving plates containing friction inserts and all linked with the clutch sprocket, and seven driven plates turning as one. The linking of the plates of each set is by means of splined or serrated bores on the one hand and, on the other, by external splines on the periphery of the plates engaging with a slotted housing.

Motor-cycle transmission systems have one final important feature, the shock-absorber, the purpose of which is to damp out the individual power impulses of the engine and thus ensure smooth power delivery. The three main types are the engine-shaft shock absorber, the rubber, vane pattern incorporated in the clutch (and gaining in popularity with the increasing introduction of A.C. generators) and the rubber-block type embodied in the rear-wheel hub. Most widely used type hitherto has been the engine-shaft shock absorber. Its essential feature is that the engine sprocket is loose on its shaft. On the outboard face of the sprocket is formed a cam which may have two or four lobes. The sprocket cam engages with a similar cam which is splined to the engine shaft and is held against the sprocket cam by a strong coil spring. The action is that, as the splined cam must turn with the engine shaft, the sudden power impulses of the engine cause the splined cam to ride up the lobes of the sprocket cam against the pressure of the spring, thus absorbing the shocks that would otherwise be transmitted to the primary chain.

The transmission system we have discussed is, of course, of chain-drive pattern. There are others—notably where the drive from gear box to rear wheel is by shaft and spiral bevels. Though more costly and theoretically less efficient than chain drive, shaft drive has the advantages of greater cleanliness and freedom from the need for frequent maintenance.

A cut-away drawing of the final-drive unit of the LE Velocette. Note the drive shaft and the spiral bevels



PART 9

CONSTRUCTION and operation of telescopic front forks, shock-absorber units and suspension systems will be discussed in Part 9 of this series to be published NEXT WEEK

Simple Wrinkles

By "WAYLAND"

From the Clothes Line

Covering a Sharp End

Cannibalized Sprinkler

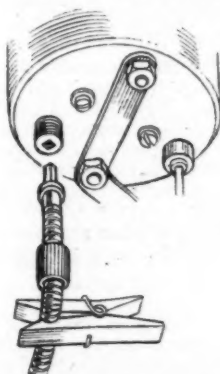
Cutting a Groove

ONE is often at a loss to retain a fitting or part during adjustments or when mounting new accessories. For example, a union may slip down a pipe, a clip down a stay or the uncoupled ends of a driving chain may fall to the ground after being lodged on a temporary resting place. The more patient and methodical of us may tape, tie or wire such things, although more often we take a chance which ends in our digging the errant part out of an obscure cranny. As an instance, on my particular machine, the ferrule which

jecting from the side of the centre stand close to the footrest. This instrument of destruction is of approximately $\frac{3}{8}$ in diameter and cross-braces the stand legs in addition to providing a means for the toe to push the stand down. During a long ride the foot tends to drift inward on the rest so that the side of the boot rubs against the sharp end offered to it.

One can buy all kinds of rubber protectors for brake or gear-change pedals, kick-starters or control-lever tips, but a suitable sheath for the stand projection had to be contrived. One of those rubber connectors used on the flexible pipes of gas rings did the trick.

The stand projection should be wiped clean, then bound with insulating tape so that the rubber will only just go on a short distance. If the outside of the tape is then smeared with rubber solution the tube can be pushed into place with a screwing action. If the tape makes the fit too tight, the rubber solution can be applied directly to the rod. The connector should be left protruding from the metal by about $\frac{1}{2}$ in. When the solution has set the rubber will be practically immovable.



A clothes peg keeps the ferrule from sliding down the speedometer drive

couples the drive to the speedometer head invariably slides down the casing when unscrewed, to disappear noisily among a cluster of wires within the inverted U of the fuel tank.

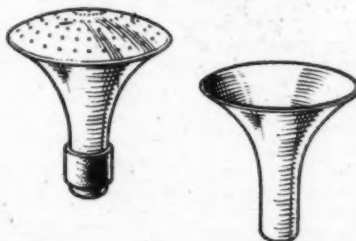
This happened every time the cable was released to insert a few drops of oil, until one day the possibilities of one of those spring-clip clothes pegs were recognized. Once the peg was clipped on to the cable, no further care had to be taken about letting go the ferrule. Such clip-pegs on the ends of a driving chain enable them to be supported on safe lodgements, while detached control cables can also be prevented from straying by the same means.

BOOT PROTECTION

THIS is a case of being wise after the event. A gash in the side of a previously watertight rubber boot was traced to contact with the end of the rod pro-

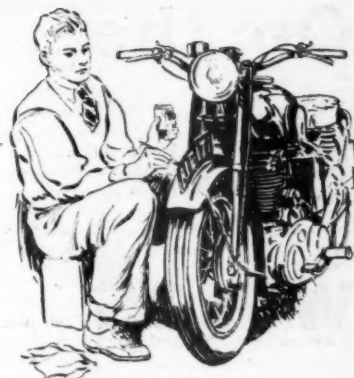
USEFUL FUNNEL

THERE are two oil-filler orifices on the transmission case and gear box of my lightweight that are absurdly small, especially considering that one of them has to accept slow-pouring SAE140 gear oil. Various pourers were improvised, mostly with only moderate satisfaction until a tiny item of kitchen-ware caught my eye. It is a funnel-shape plastic de-



How a household plastic sprinkler was made into a filler funnel

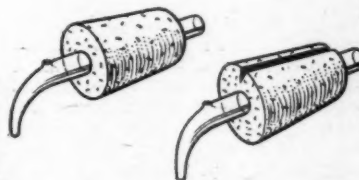
vice with a perforated top over its bell-like, larger end and it is stuck into a bottle, by means of a rubber ferrule, for the purpose of sprinkling linen (or damping down) before ironing. It was the work



of a moment to prize off the sprinkler rose top and remove the ferrule, leaving a small and shapely funnel of about $1\frac{1}{2}$ in diameter at the top and the neck tapering to $\frac{1}{8}$ in, so nicely fitting the filler holes mentioned.

TOPPING-UP BATTERIES

A VERY useful device for topping-up batteries is one of the corks through which a small glass tube is fitted, as supplied with some kinds of lighter fuel. These little lighter fillers are of the "dropping-bottle" type, having a tiny orifice in the bend of the glass tube which permits air to bubble in as the fluid issues,



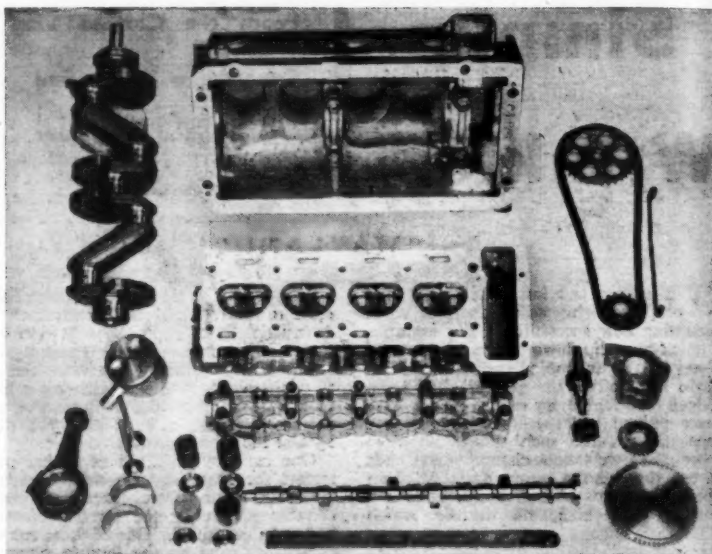
A groove in a lighter-fuel-bottle stopper permits a generous flow of water

drop by drop. To get a more generous and continuous flow a vee-groove should be cut in the side of the cork so that air can enter the bottle without interrupting the outward flow of liquid.

For battery topping-up the official instructions lay emphasis on distilled water. There are districts, however, where the tap water is quite satisfactory. Manchester is a case in point and there are many other local authorities in its vicinity which "buy" their water supplies from the larger city. Accordingly the distilled water trade does not operate in a sellers' market in those parts! Some tap waters are by no means suitable for topping-up; hence local opinion and experience should be canvassed. Of course, if there is a refrigerator in the house the distilled water supply may be no problem, for the drip tray under the freezer may collect enough.

On the FOUR WINDS

BY "NITOR"



Main engine components of the Coventry Climax 653 c.c. four. Size of the parts may be judged from the 12in scale shown in the picture below the camshaft

COVENTRY FOUR

Like the idea of a 653 c.c. overhead - camshaft water-cooled in-line four, weighing just over 100 lb? Such a unit was exhibited at the National Boat Show earlier this month. Produced by Coventry Climax for marine use, the unit has dimensions that make it almost practicable for motor-cycle use. Overall length and height are each only 17in and the width (without carburettors) is 10½in. The compression ratio is 9.6 to 1 and, in marine form, the engine produces 37 b.h.p. at 6,000 r.p.m. Development of the unit for car work is expected to hoist the power to 45 b.h.p. How is the 100 lb weight figure achieved? Chiefly by having a combined cylinder block and crankcase in light-alloy. Liners are of dry, slip-fit type. The crankshaft is supported on three bearings. Attractive, yes. Practicable in a two-wheeler? Well... Expensive? Almost certainly!

SPEED MEASURING

Electronic vehicle speed-measuring equipment incorporating 54 transistors is at present receiving consideration by the Metropolitan Police who are testing it on outer London roads. The equipment was primarily developed for the Road Research Laboratory of the D.S.I.R. and is basically intended for measuring small intervals of time to a high degree of accuracy. Attached to the electronic elapsed-time indicator are two rubber tubes long enough to span the road, each of which is connected to a pressure switch. The two tubes are laid across the road at right angles to the traffic flow and spaced a little under six feet apart. To measure the speed of an approaching vehicle all that is required is to set the equipment to "Ready." Immediately the front wheel (or wheels) of the vehicle crosses the first tube the pressure switch starts the timer and as soon as the wheel crosses the second tube the timer stops. The time is recorded. The reading obtained remains on the meters until the equipment is manually reset. It is said that the rubber tubes may be laid semi-permanently at points

known to be black spots and the equipment plugged in from time to time to discourage motorists from exceeding speed limits. Very interesting. But 54 transistors? Electronics? Will the motoring organizations regard this scheme any more favourably than they do the radar system brought into operation in London last week (and mentioned in the news pages)? The first leading article in this issue pin-points the major snag with radar: it is easy to trap a man exceeding the legal limit only when there is no other vehicle close to him. Does the electronic apparatus suffer from that fault too?

STARS ON CANVAS

Making a bright splash of colour on the office walls of Bill Smith, Norton sales manager, are a couple of paintings in modern, impressionistic style depicting Norton-mounted stars in action. The paintings were executed three years ago by R. B. Hugill, a Harrogate commercial artist. Though not connected with the motor-cycle industry in any way, Mr. Hugill has a keen interest in the sport and painted the pictures for his own pleasure, using as his models two small photographs from the pages of *The Motor Cycle*. They were first exhibited at the premises of a Thirsk dealer and it was there that Alan Wilson spotted them and brought them back in triumph to Bracebridge Street. One of the pictures is reproduced on the next page but, of course, no black-and-white photograph can do justice to a painting. You must take my word for it that Mr. Hugill's canvases are vivid and truly alive.

FAITH SHATTERED

A few months ago I dined with a famous factory executive. The discussion inevitably ranged across the whole design field and ended, as most technical discussions these days seem to end, on the topic of scooters. Said my companion, a man with life-long experience in the motor-cycle field: "Any factory setting out to market a scooter these days—one good enough to beat the Italians in terms of efficiency, looks and price—will have to be prepared for a tooling outlay of a quarter of a million of the best." Until I set eyes on the Bond scooter for the first time

last week I had fostered an implicit faith in that pronouncement. The P1 rather shatters my faith. Technically and in appearance it would seem to be a winner in every way. And the tooling costs, I am sure, amounted to nothing like a quarter of a million pounds



At the Triumph factory a packer puts the finishing touches to one of the cases destined for Katmandu

SCOOTER IMPORTS

At the unveiling of the scooter in London last week Col. C. R. Gray, Bond Minicars' chief and the man responsible for the project, had this to say. "Every week Britain spends £120,000 in importing more than 1,000 continental-made

scooters. Thousands of pounds more go in royalties for Italian machines made here under licence." These figures certainly provide food for thought. Imports of scooters from Italy alone have increased markedly in the last two years—in the period since the bug really bit. In 1956 the total of Italian machines—mainly scooters—unshipped on our quaysides was 16,200. In the first 10 months of 1957 the total was 42,570! I make that 1957 figure represent an increase, per month, of 2,907 over the previous year. You may form your own estimate as to the importations that may be expected in 1958.

KATMANDU BOUND

Stencilled with the words "H.M. King, Nepal, via Calcutta," four packing cases each containing a gold-coloured 649 c.c. Thunderbird have been dispatched from the Triumph factory. The machines are destined for Katmandu in the Himalayan foothills, where they will be used on escort duty on journeys undertaken by King Mahendra. The order is surely one of the most remarkable ever captured by a British firm. Hearing that the King had been impressed by the escort provided for him during his visit to Ceylon, Triumphs forwarded details of the machines to Katmandu. The order followed. Size and weight of each packing case had to be carefully calculated, for transport, particularly over the last stages of the journey, is extremely difficult—as you will appreciate if you have read Sir John Hunt's *Ascent of Everest*, or that thrilling chronicle by Maurice Herzog, telling of the disastrous French expedition up Annapurna.

THE ROCKET, TOO

Manchester's International Holiday and Travel Exhibition at Belle Vue, which stays open until February 8, is surprisingly good and well worth the hard-earned 2s 6d admission. Not so much for the stands which tempt you to go everywhere from Butlin's to the Soviet Union, but because of the display of means of getting there. And looking apologetically over my shoulder, I must admit to having spent a long time with the British Railways' exhibit, which includes a full-size driving cab complete with "flames" roaring through the furnace door, and a model track system of great complexity and fascination. The Rocket is there, too, (life-size) and carriage sections through the ages. The airways are well represented, and you can sample a Viscount interior at life-size. The R.A.F. somewhat irrelevantly displays a superb sectioned Rolls-Royce gas turbine. In our own field, there are scooters (Fred Fearnley, Ltd.) and historic T.T. machines to tell the story of the races. Belle Vue Speedway shows the curious devices that are used for that particular brand of the sport and the R.A.C. has a couple of eye-catching patrolettes, complete with Vespa. In serious vein, Manchester Corporation Public Safety Committee displays broken and frayed bits and pieces of machines to emphasize the need for constant scrutiny and regular maintenance.



On the left is a picture of the painting of Reg Armstrong referred to on the opposite page (see "Stars on Canvas")

Mercury Lightweight Scooter

93 c.c. Villiers-powered Newcomer—the Pippin—Featuring Extremely Robust Frame Design

AS announced last week, a new 98 c.c. Mercury scooter designated the Pippin is shortly to go into production. Although the engine, a Villiers two-speed Mark 4F, is the same as that fitted to the Mercury Dolphin scooter (which is continued), the Pippin is an entirely new design based on an unusual and obviously robust frame which has successfully completed five months' testing at a Midlands research laboratory.

At first sight the major part of the frame would seem to be formed from a single length of 1in x 16-gauge tubing; but there are, in fact, three main components: two side tubes, and a third, medial tube, interposed between the bottom of the steering head and a bridge tube bracing the side tubes' bottom runs.

The upper end of the steering head is attached to a fabricated steel lug welded to the middle of the main-frame forward loop. Rearward frame loops are braced by vertical tubes, to which is welded a cross member to support the upper-rear engine-mounting brackets. Other power-unit mountings are provided by means of a channel-section support, welded to the lower run of the middle frame tube, and by a single lug welded to a second cross-brace in the frame lower runs.

Brackets for the brake-pedal and centre-stand pivots are welded to the middle frame tube, and strip-steel brackets, which support the bodywork and fuel tank through rubber buffers, are welded to the upper runs of the side tubes. Ears to support the unsprung rear wheel project rearward from the frame side tubes.

Angle brackets at each side of the frame support the footboard pressing.

The Pippin's weathershield and floor are formed from a single pressing



The main body section is simply attached by means of two screws on each side, locations for which are provided by bosses welded to the vertical bracing tubes and to the extreme rear of the frame loops. The body is a one-piece structure comprising side pressings spot welded to a middle portion. An aperture on the front curvature, ahead of the dual-seat, is provided with a hinged door to give access to the sparking plug. A snap connector in the rear-lamp cable is also reached through the trap; the cable is attached to clips on the underside of the body so that, after the cable and the two slotted-head screws at each side have been disconnected, the entire body can be lifted clear. A further aperture beneath the side-hinged dual-seat reveals the

filler cap; the seat is released for access to the filler cap by a pull on a spring-loaded plunger with a plastic knob. The tool bag is riveted to the underside of the seat pan. A simple rear mudguard, hidden beneath the bodywork, protects

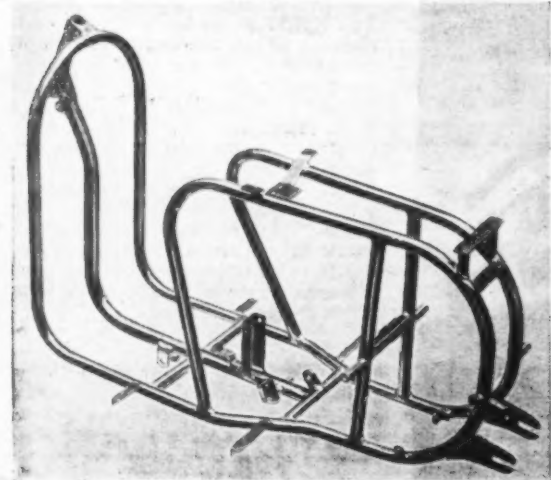
the engine and gear box from road filth thrown up by the wheel. The rear chain is exposed.

Weathershield and footboards comprise a single pressing, shaped to follow the contour of the forward vertical loop of the frame over which it is lipped. The weathershield has a front cover which extends downward to the base of the frame loop; the cover conceals the loop and carries a steering-head shroud. Control and lighting cables from the handlebar pass into the space between the front cover and main weathershield and thus a tidy appearance is maintained.

The front fork is of simple telescopic pattern and a sheet-metal shroud encloses the upper parts of the legs. A shapely steel pressing covers the middle of the handlebar and has provision for fitting a speedometer and a handlebar windscreen both of which are offered at extra charge. On the right of the bar is an Amal twistgrip with the brake-lever pivot and choke trigger integral with the grip clamp. Inboard of the twistgrip is the Villiers gear-change trigger; an ignition cut-out button is located just under the edge of the handlebar shroud. Clutch lever, dip-switch and horn button are located on the left of the bar.

Carried in brackets extending forward through the fork-leg shroud, the 5½in Miller headlamp has internal provision for a dry battery for parking; current for lighting, when the engine is running, is provided by the flywheel magneto. The power unit is cooled by means of a light-alloy fan of Villiers manufacture mounted on an extension of the right-hand main-shaft. Cooling air is directed on to the cylinder and head by sheet-steel ducting. Overall gear ratios are 7.77 and 12.7 to 1.

At 52½in the nominal wheelbase of the Pippin is 4in shorter than that of the Dolphin. Dunlop tyres of 2.50in section are fitted to the 15in-diameter wire



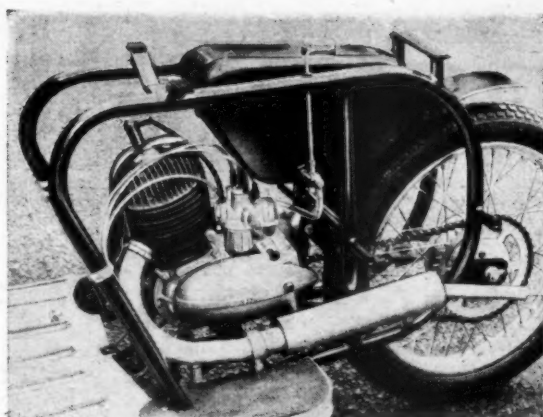
The main frame is constructed from 1in x 16-gauge tubing and during development it was subjected to five months' testing in a research laboratory

wheels. Brakes are of 4in diameter and housed in full-width hubs. Both brakes are cable operated and the pedal for the rear brake protrudes through the foot-board on the right. Dry weight without accessories is stated to be 177 lb.

The standard two-tone colour scheme in stone and mid-grey is attractive without being flamboyant. Registration numbers are painted on the front-mudguard valances and the flat rear end of the bodywork. Tooling-up has been carried out on the basis of an estimated output this year of 15,000 units.

Makers are Mercury Industries (Birmingham), Ltd., Mercury Works, Dock Lane, Dudley, Worcs. Basic price of the Pippin is £92 11s 8d and the total price (including purchase tax, payable only in Great Britain) is £115 10s. Retail extra prices for the speedometer, windscreen and a tubular-steel luggage carrier are respectively £2 15s 6d, £5 5s and £1 5s.

Engine-gear unit and the fuel tank sit snugly in the frame. The "bonnet" is quickly detachable. A flat-section mudguard is fitted to keep the bulk of the spray thrown by the rear tyre from reaching the engine



Price List of New Mopeds and Cyclemotors

	British Total Price
	£ s d
BERINI	
49 c.c. M21	55 13 0
49 c.c. M22	59 17 0

BINETTA	
47 c.c. Super de Luxe	79 16 0
with three-speed gear box	84 0 0
47 c.c. Super Sports Mk. 3	82 19 0
with three-speed gear box	87 3 0

BOWN	
47 c.c.	72 9 0
with plunger-type rear suspension	75 12 0

CENTRO	
50 c.c.	92 18 0

CIMATTI	
50 c.c.	105 0 0

CYCLEMASTER	
32 c.c. Cyclemate	37 10 9

D.K.W.	
49 c.c. Hummel	84 19 9

DOT VI-VI	
49 c.c. Scooterette	88 4 0
49 c.c. Moped	72 9 0
49 c.c. Racer	82 19 0

DUCATI	
48 c.c. 55/E	78 15 0

DUNELT	
49 c.c.	75 12 0

DÜRKOPP	
48 c.c. Dinette	85 1 3

EXPRESS	
49 c.c. Radexi III Luxus	87 3 0

FLANDRIA	
49 c.c. Majestic	85 1 0

HEINKEL	
50 c.c. Paris	78 15 0

HERCULES	
49 c.c. Her-cu-motor	67 4 0

H.M.W.	
50 c.c. Supersport	89 19 6
with three-speed gear box	94 19 4
50 c.c. Luxus	70 19 1

	British Total Price
	£ s d
ITOM	
49 c.c. Esperia	71 8 0

KIEFT	
47 c.c. 216	73 5 10

KREIDLER	
49 c.c. 151/1	69 19 6

LAMBRETTA	
48 c.c.	71 17 6

MAGNEET	
47 c.c.	99 4 0

MASERATI	
49 c.c. 50/T2/U	105 0 0

MERCURY	
49 c.c. Mercette	71 18 9

MOBYLETTE	
49 c.c. Standard	45 10 11
49 c.c. de Luxe	49 10 11
49 c.c. Mobymatic	69 19 6

MOSQUITO	
49 c.c. 515	89 18 0

MY AGUSTA	
48 c.c. Ciclomotore	87 2 8

NEW HUDSON	
98 c.c. 2F Autocycle	76 14 6

NORMAN	
47 c.c. Nippy	74 9 0

N.S.U.	
49 c.c. Standard Quickly—N	66 1 7
49 c.c. de Luxe Quickly—S	74 3 4
49 c.c. Quickly Super	85 7 5

PARILLA	
49 c.c. Parillino T2	79 19 0
49 c.c. Parillino T4 o.h.v.	108 10 0
49 c.c. Parillino S4 o.h.v.	115 17 0

PHILLIPS	
49 c.c. Gadabout	74 11 0

PRIOR	
47 c.c. Sport 218	97 2 1
with three-speed gear box	100 11 7
47 c.c. 217	85 10 4

	British Total Price
	£ s d
PUCH	
49 c.c. M550L	87 10 0

ROYAL NORD	
49 c.c.	75 0 0

RSI	
50 c.c. Model S	53 16 6
50 c.c. Model L	65 14 0

TALBOT	
49 c.c.	53 18 6

UT	
47 c.c. Elf	69 15 0

VESTING	
50 c.c. Pesetta	93 9 0

VICTORIA	
48 c.c. Avanti	93 0 0
48 c.c. Vicky IVN	78 15 0
with three-speed gear box	83 14 0
48 c.c. Vicky III	59 15 0
48 c.c. Tory	64 9 7

ZÜNDAPP	
50 c.c. Type 423 Combinette	89 15 5

Cyclemotors

CYCLEMASTER	
32 c.c.	25 0 6

DUCATI	
48 c.c. Cucciolo M55 o.h.v.	28 15 0

ITOM	
48 c.c. Tourist	29 8 0

MOSQUITO	
38 c.c.	31 10 0
49 c.c.	36 10 0
49 c.c. Centrimatic	39 10 0

POWER PAK	
49 c.c. Standard	28 7 10
49 c.c. Synchronmatic	33 11 0

TEAGLE	
49 c.c.	19 12 11

VINCENT	
49 c.c. Firefly	26 15 2

SPORTS NEWS

Which is "Standard?"

Daytona Regulations Questioned : Address for McIntyre : Anderson

to Kenya : "Kangaroo" Dale : Television Activity : Sponsor Wanted

IN the immediate post-war years Manx Nortons swept the board time after time at the Daytona beach classic. Perhaps they were too successful for, in 1953, the rules were altered and the Manx model was made ineligible. Controversy over the ruling has waxed and waned ever since. Now comes news from New York that the matter is being aired once again. On this occasion Robert Daru, a former prosecutor of New York County, has appeared before the technical committee and the competitions committee of the American Motorcycling Association (the A.M.A.) to press for the reinstatement of the Manx jobs.

THE rule responsible for outlawing the Manx Nortons says this: "The motor cycle . . . must be basically the counterpart of a standard production model, fitted with generator and lights, regularly sold for everyday use." The real point in issue is that the Harley-Davidsons raced at Daytona are 750 c.c. models—and there is no such thing as a 750 c.c. Harley with lights and generator. The roadster which nearest approaches the race Harley has a 900 c.c. engine.

DARU uttered some fairly strong lines at the two hearings that have taken place so far—and the strongest of all were those he used when he discovered that the A.M.A. technical committee and the sporting committee were composed of the same men.

Addressing them, he said: "Each one of you has the power to change the rules to do the right thing or to change the rules to do the wrong thing. Such extraordinary power carries with it extraordinary responsibility, because undemocratic procedures like these do not set well on the stomach of the American public—and you are using the name of America for your Association." During the hearing a member of the technical committee implied that Daru's approach was legalistic rather than "motoristic," whereupon the lawyer replied: "Ask your Bronx expert, sitting there, whether the motor cycle on which I have often rolled up to his door is usually hitting on one or both cylinders." The battle would appear to have little more than begun. More will undoubtedly be heard before the 1958 Daytona meeting on March 8 and 9. (A leading article on the subject appears on page 97.)

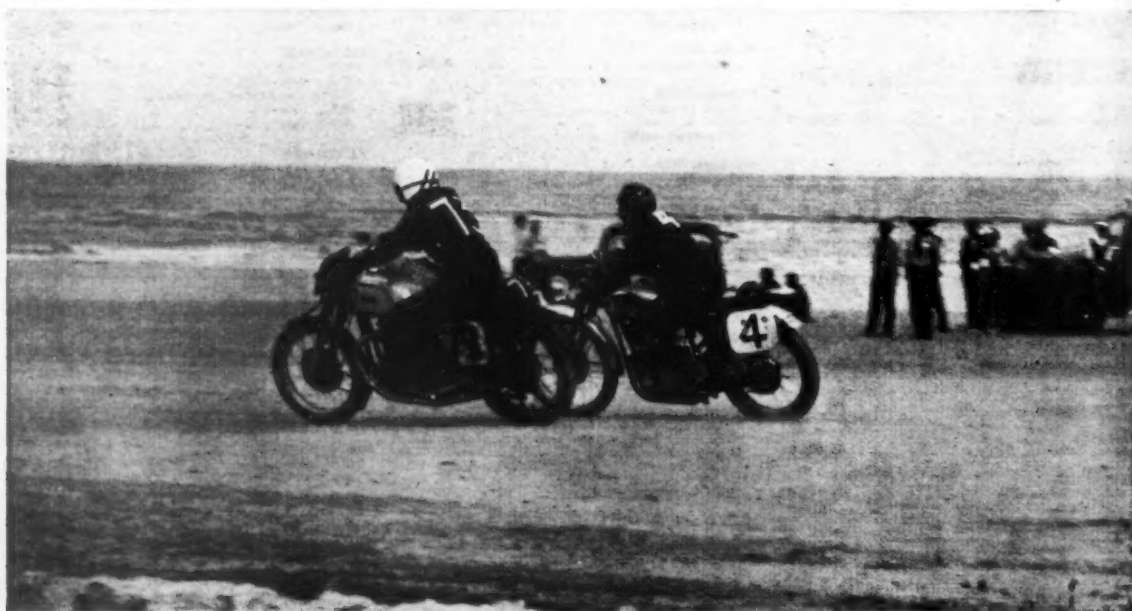
"TO Robert McGregor McIntyre, Esq., Greetings." These picturesque words head an illuminated address to be presented to the famous Scots racer by the Manx Club. The message continues: "We the undersigned, on behalf of the Manx Motor Cycle Club, record our congratulations on your tremendous performance in winning the Junior and Senior Tourist Trophy Races in their Jubilee Year. We congratulate you also in that during the Senior Race you became the first rider to complete a lap of the Moun-

tain course at a speed in excess of 100 miles per hour. We remember with pride that your first major success in motor-cycle racing was when, in 1952, you won the Junior Manx Grand Prix Race and took second place in the Senior Race on a 350 c.c. machine. We wish you continued success." At the head of the address is a picture of McIntyre on the Snaefell climb and, at the foot of it, the signatures of famous I.O.M. race officials.

RACING man Bob Anderson has hung up his leathers and, a few days after these words appear, he will be on his way to Kenya. He is to become a farmer. Anderson's outstanding year, it will be recalled, was 1956 when he suddenly came to the fore by winning the 500 c.c. class of the North-West "200." He also scored numerous wins at short-circuit events. In the dramatic Junior Manx Grand Prix that year he seemed all set for a win after Alastair King and Alan Holmes had retired. Then he, too, went out when his primary chain broke during the fifth lap. In the Senior he finished second to Jimmy Buchan. Last year he crashed heavily while practising for the Lightweight 250 c.c. T.T. on Geoff Monty's G.M.S. and was out of action for several months. (Geoff Monty and Alan Dudley-Ward were, of course, jointly responsible for the preparation of Anderson's machines.)

ON returning from the Isle of Man last week Dickie Dale burst into the Editor's office with a three-foot leap over the threshold. He was anxious to show that the manipulations by Dr. Vernon at Noble's Hospital and the massage by Jack Griffiths had done the trick. His ankles are almost back to normal and five-mile walks over rough ground are now part of routine training. News from Germany is disappointing—no B.M.W. can be spared for Dickie and, therefore, Geoff Duke looks like being the only solo rider in this year's races with a factory model from Munich. If any sponsor with good machinery is looking for a rider, Dale is in the market.

Daytona incident in 1957 shows Eugene Thiessen (B.S.A.), No. 4, about to overtake N. Stuvall's Norton twin in the 200-mile race



ALL went well at Thruxton on Sunday when, as mentioned in last week's issue, Southampton Club officials were to finalize arrangements for using the 2½-mile perimeter circuit. The surface is in surprisingly good condition and only minor repairs will be necessary. Then, says Neville Goss, Southampton should have a circuit "that will only vaguely resemble an airfield course." Next step is to obtain an A.C.U. track certificate. Assuming it is granted, Easter Monday racing will be "round the outside."

ONE of the bids to organize this year's Clubman's Races for the A.C.U. came from the Cheshire Centre. The broad idea is that the races would take place on Whit Monday (May 26) at Oulton Park as part of the holiday weekend. There would be plenty of opportunities to see practising on the Saturday and other attractions could be arranged. Camping in the park would be permitted. The bids will be considered by the competitions committee at its meeting on February 6.

A COMBINED car and motor-cycle scramble meeting is to be staged by the North Devon Club for B.B.C. television on February 1. The programme will be telecast to all regions and will be on the air for one hour starting at 2 p.m. It will be the first to be televised from the West of England. Located at Home Farm, Fremington, near Barnstaple, the course contains hillocks, streams and several mud sections and the entire ½-mile lap is visible from a central position. Organizer is Bob Ray, famous ex-trials and scrambles rider. Among the competitors will be Dave Curtis, John Draper, Brian Martin or Jeff Smith, Gordon Jackson, Johnny Giles, the Rickman and Sharpe brothers, Gordon Windsor, John Tribble, Al Brotherton, Les Smale, Thom Bailey, A. Harris and W. Penberthy. Others who may be taking part are Geoff Ward and Ron Langston.

FURTHER news of the Television Team Trial (February 15), mentioned last week, is that, as in previous years, the Streatham Club will handle the organizing with Harold Taylor as clerk of the course. John Vernon is producing and Raymond Baxter commenting. Transmission starts at 3 p.m.

AS television viewers may have seen last week, the Ferodo Gold Trophy for the outstanding British contribution to car racing in 1957 was awarded to G. A. Vandervell. His Vanwall cars won the grands prix of Europe, Italy and Pescara. Interesting point about the fuel-injection, four-cylinder, 2½-litre Vanwall engine is that it was evolved from the Norton factory racing five-hundred. Much of the knowledge gained in developing the Norton unit was applied to the Vanwall and cylinder heads, ports and valve gear of last year's winning cars have much in common with those from Bracebridge Street.

DATE of the Army Championship Trial has been fixed for Saturday, October 4, and, as last year, it clashes with the manufacturer-supported West of England Trial. Factory riders in khaki who are selected to represent their units will have to miss the "West of England" because it has just been ruled that Army motor-cycle commitments must, as a matter of routine, take precedence over national events.

LATEST move to encourage motor cycling in the Army is the suggestion that many Territorial Army riders would be pleased to help civilian clubs as officials at sporting events—to act as route markers or observers, for example. Organizers of trials and scrambles faced with the problem of "labour shortage" might well approach their local T.A. units.

George Fisher's return to the trials-riding fold is discussed on this page. Here he is, Greeves mounted, on Dinas Road in the Neath Club's St. David's Trial.



CIVILIAN trials organizers are not alone in their difficulties of finding enough competent observers. The Army is faced with the same problem, especially when the Championship Trial comes round. A useful suggestion made recently was that a short instructional film, illustrating how to observe correctly, would be welcomed by clubs. The film could cover all the points visually and by commentary. It would be easy to arrange for the shooting to be done at one location, thus avoiding the high cost of sending camera teams here and there. The military authorities would, it is known, co-operate in making the film which would then have potential audiences in Army units as well as in clubs. The query is, who is prepared to sponsor the film?

IT was good to see George Fisher back in the fold at the St. David's Trial. He competed only twice last year (in the Bemrose and West of England trials). Riding a Greeves, as in the St. David's, he will take part in all the nationals this year and, perhaps, in the Scottish Six Days' Trial as well.

CLERK of the course for the Birmingham Club's national Victory Trial on February 22, Albert Glassbrook is once again having the benefit of Ron Watson's long organizing experience. Planning of the 55-mile course in Shropshire is already nearly completed. There will be six new hills, some of which are in fact previously unused parts of known sections. Headquarters will be The Longmynd Hotel, Church Stretton, Shropshire.

AN entirely new course will be used by the Bristol Club for its national John Douglas Trial next Saturday. The organizers say that it includes great variety and that permission was readily forthcoming for the use of observed hills on private ground. This is in fact the 1957 trial, which was to have been held last October and had to be postponed because of an outbreak of foot-and-mouth disease. The 1956 event was cancelled for the same reason. There is an entry of 105 solos and 10 sidecars. The start is from Winford, five miles south-west of Bristol, at 9.30 a.m.

IMMEDIATELY after the St. David's Trial Gordon Jackson and Johnny Giles lit out for Belgium—for the town of Thuin, near Charleroi. They had been invited to ride in an English-type trial run by the local club.

Jackson won the over-250 c.c. experts' class on his A.J.S. and Giles the under-250 c.c. experts' class on his Triumph Tiger Cub. How did the invitation to compete come about? Two years ago the pair scrambled at Thuin and made such an impression that they were invited back for a scramble last year and again on this occasion for the trial.

NORMAN DIXON, chairman of the T.T. sub-committee, and Sam Huggett, secretary of the A.C.U., were in the Isle of Man earlier this week to discuss final arrangements for this year's races including details of practising periods.

ACCORDING to Jackie Masters, M.C.C. secretary, there has been some confusion over the dates of the Land's End Trial. The correct dates are April 4 and 5—the Good Friday and Easter Saturday as usual.

HARRIE PALMER (Ulster Club) was elected president of the Ulster Centre at the annual meeting in Belfast on Saturday. New chairman is W. J. Hagen (Cookstown Club). Cecil White of 30, Rathmore Way, Whitehouse, Belfast, was re-elected secretary.

AS no centre is able to undertake the organization, the A.C.U. Inter-Centre Team Trial will not take place on March 16. The question of an alternative date will be discussed by the A.C.U. general council at its meeting on February 7.

KNOWN to motor cyclists particularly as a patron of the T.T. Races for many years, His Honour Sir W. Percy Cowley, deputy-lieutenant governor and first deputy clerk of the rolls, Isle of Man, died in London on Monday of last week. The funeral took place at Lezayre, Isle of Man, on Thursday.

BILL ROBERTSON, the Scottish road-racing man, was married last month to Miss Violet Smith of Larbert and has opened a motor-cycle business in partnership with trials rider Sam Hinks. The premises are in Boyd Street, Falkirk. Robertson's racing activities will not be curtailed and he will be competing this year in the North-West "200," the Junior and Senior T.T.s, the Ulster Grand Prix and at various short-circuit meetings.

PRESIDENT of the Wandsworth Club, Alderman W. D. Willison, has offered a novel and generous prize for an event to be held this year. The award will be a week's free holiday in Devonshire for the winner with his wife or a friend; if a lady should win she may be accompanied by her husband or a friend. George Brine, the Wandsworth chairman, has in mind a closed-to-club event suitable for roadster, as distinct from competition, machines and open to solos and sidecar outfits. Further details will be announced later.

Radar Speedmeters

Demonstration of Döppler-effect Instrument Introduced to Check Speeding in Metropolitan Police Black-spot Areas

DURING the course of this week, speed checking by radar meters is being introduced in the Metropolitan Police area; the sites selected for the checks are black spots where it has been established that speeding is frequent and has caused accidents. These facts were revealed last Thursday by Superintendent E. Walker, of the Metropolitan Police Research and Planning Branch, at a demonstration of the speedmeter on Chelsea Embankment. The demonstration was attended by representatives of the Traffic Division of the Road Research Laboratory which has played a large part in the necessary preliminary work.

Described originally in *The Motor Cycle* for July 25 last, the radar speedmeter operates on an elementary acoustical principle known as the Döppler effect. The most familiar manifestation of this effect is the drop in the apparent pitch or frequency of the noise of a vehicle as it passes the listener; the magnitude of the frequency change is a measure of the speed. Whereas, in detecting the Döppler effect, the ear relies on the sound emitted by the moving object, the radar speedmeter transmits its own signals, pulses of a known and constant frequency. These pulses are directed towards the oncoming vehicle in a "beam" with a 20-degree spread, are reflected by it and picked up again by the receiver portion of the radar set. The difference between the transmitted and reflected frequencies is analysed by the meter and converted into a speed reading on a dial.

Checking the accuracy of the set is simple and certain. Part of the equipment is a box of five tuning forks of different sizes; the forks cover the speed range, in 10 m.p.h. increments, from 20 to 60 m.p.h. Each fork is precision made to have a frequency identical with that received from a vehicle approaching at the appropriate speed. Thus, if the 30 m.p.h. fork, for example, is struck and held in front of the receiver, the needle should swing to that speed indication.

The range of the speedmeter varies with the size of the vehicle: the larger it is the farther away will it reflect signals detectable by the receiver. For a large lorry the critical distance may be as much as 180ft; for a car it is around 120ft and for a motor cycle or scooter rather under 100ft. Even that last distance is sufficient for a brief steady reading on the dial to be reached with approach speeds in the range concerned.

The presence of more than one vehicle in the beam can obviously have a disturbing influence on the speed reading obtained because more than one set of reflected pulses is picked up. For this reason the speedmeter cannot be used reliably on congested roads or to pick one vehicle out of a bunch. According to the representatives of the Road Research Laboratory, the shaking of a bunch of keys by a driver or passenger (popularly believed to "fox" the apparatus) has a negligible effect. It would not be detectable at all beyond about 12ft range and, in any case, would be swamped by the signals reflected from the vehicle itself.

By the very nature of the radar equipment, an adequately high degree of accuracy is claimed for the speedmeter if it is properly used. In normal functioning the only error arises from the fact that the vehicle is approaching the instrument not directly but obliquely; the obliquity increases as the distance away diminishes. In the opinion of the experts at the demonstration, the error

should not exceed 2 per cent and, since it results in an underestimate of the speed, it favours the motorist.

As used by the Metropolitan Police, the speedmeter—which is of U.S.A. manufacture—will have two indicator dials, one adjacent to the battery-powered transmitter/receiver unit and the other 200 yards along the road. Each will be under the observation of a police officer, the first of whom is responsible for selecting the offender and the second for stopping him. This scheme provides two witnesses of an offence, advance warning to the second officer and ample stopping distance for the vehicle.

Although the equipment can be operated (and sometimes is in the U.S.A.) from the interior of a parked police car, there is no intention of making it any other than fully visible—to exploit to the full its deterrent effect.

(A leading article on this topic appears on page 97.)

For the Bond

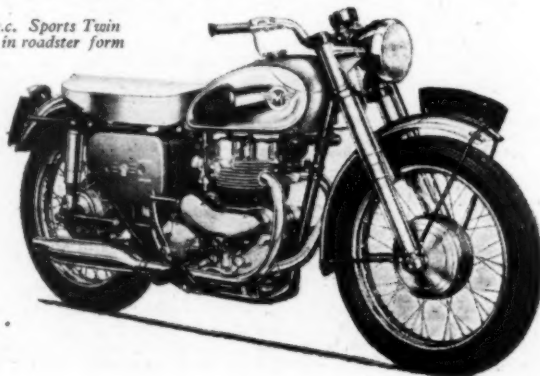
TWO Feridax accessories designed exclusively for the Bond P1 scooter were exhibited in London last week. One is a handsome one-piece windscreen in moulded Perspex. Attached by means of rods bolted through the top of the weathershield, the screen does not turn with the handlebar. Consequently there is no gap and hence no draught between the lower edge of the blade and the top of the weathershield. The price is £6 17s 6d.

Second of the Feridax items is a luggage and spare-wheel carrier which attaches to the rear ends of the sub-frame tubes and to the body rear moulding where the rear lamp is attached. Carrier price is £3 7s 6d. The makers are Feridax (1957), Ltd., Frederick Street, Birmingham, 1.

Sports Twins

FIRST deliveries on the home market of 392 c.c. Sports Twin A.J.S. and Matchless models equipped for roadster use have now been made. Basically the machines are similar to the scrambler versions (announced last September) exported to North America, Sweden and other markets. Housed in the

The 392 c.c. Sports Twin Matchless in roadster form



modified scrambler-type frame is a tuned engine with 8.5 to 1 compression pistons, and the exhaust pipes are splayed into a common silencer.

For roadster use a 3½-gallon fuel tank of standard type with chromium-plated side panels is fitted. On the A.J.S. the fuel tank, oil tank and tool box are finished in Mediterranean blue and on the Matchless the colour is red. Covers of the front fork and the rear-suspension legs are chromium plated.

The handlebar is of orthodox shape and the standard wheels are equipped with 3.25 x 19in and 3.50 x 19in tyres front and rear respectively. Polished aluminium mudguards are fitted and the competition-pattern dual-seat is employed. Lighting equipment is of the quickly detachable type.

The A.J.S. is designated 30CSR to identify it from the export model 30CS and the equivalent Matchless designations are G11CSR and G11CS. Price of either roadster model is £240, or £299 8s including British purchase tax. Makers are Associated Motor Cycles, Ltd., Plumstead Road, London, S.E.18.

Moto-Guzzi Lodola

FIRST seen in England at the 1956 Earls Court Show, the 174 c.c. overhead-camshaft Moto-Guzzi Lodola is to be imported. The clean engine-gear unit is styled in the best Italian tradition and the cylinder is inclined at about 40 degrees to the horizontal. Bore and stroke are 62 x 57.8mm and the cylinder head is of light alloy. Claimed power output is 9 b.h.p. at 6,000 r.p.m. Primary drive to the four-speed gear box is by helical gears.

The duplex frame is of welded construction. Fuel-tank capacity is approximately 2½ gallons. A telescopic front fork and pivoted rear springing are specified. Mudguards are effectively valanced and the only stays are two to the lower portion of the front guard. Wheel rims are of light alloy and their diameters are 18in front and 17in rear; respective tyre sections are 2.50in and 3.00in. Dry weight is 238 lb.

Basic price is £160 6s and the total price, including British purchase tax, is £ 99 19s 6d. The importers are Motor Imports Co., Ltd., 159, Stockwell Road, London, S.W.9.

Over £1 Million

FINES for motoring offences in England and Wales during 1956 reached a total of £1,119,542—the first time £1 million has been exceeded. Biggest amount (£176,144) came from convictions for exceeding the speed limit in built-up areas and the next highest was £170,164 in connection with careless driving.

Big Bear Run

Triumphs Once Again Dominate
U.S. Hare and Hounds

THE U.S. Big Bear Hare and Hounds Run, staged over 150 miles of waste and forest land in the Mojave Desert on January 12, was dominated by British machines. Triumphs filled the first five places, a Matchless was sixth, Triumphs were seventh and eighth, a Norton ninth and yet another Triumph 10th. In all, 13 of the first 16 riders home were Triumph mounted. The winning rider was Roger White.

As usual there was a vast field, which diminished almost with each succeeding mile. Of the 825 starters only 160 riders completed the gruelling 150 miles. Speeds in the region of 100 m.p.h. were several times achieved on the rough-surfaced tracks.

The event, the 37th in the series, demonstrated once again Triumph's superiority in U.S. enduros. Last year the make filled the first 12 places. Fourth man home this year, Bud Ekins, was the winner in 1957.

Finishing Order.—1. R. White (Triumph); 2. C. Hockley (Triumph); 3. B. Smith (Triumph); 4. B. Ekins (Triumph); 5. C. Bottom (Triumph); 6. G. Hirst (Matchless); 7. B. Sandgren (Triumph); 8. J. Roberts (Triumph); 9. C. Cripps (Norton); 10. R. Ludford (Triumph).

South Lanes Win

THERE were 82 starters in the North-Western Centre's Inter-group Championship Trial run over three laps of an 18-mile circuit starting at New Inns, near Blackburn, on Sunday. A light dusting of snow made little difference one way or the other to wheelgrip.

The winning group was South Lanes with 503 marks lost between the 10 best riders. East Lanes were runners-up.

Winners.—South Lanes: J. Matthews (497 Ariel), 32 marks lost; B. Holden (197 Francis-Barnett), 28; R. P. Robinson (348 B.S.A.), 39; J. L. Bradbury (497 Ariel), 43; J. A. Sandford (197 Dot), 54; B. Ingham (499 B.S.A.), 55; W. Hibbert (497 Ariel), 60; O. S. Woodhead (197 Brown), 64; W. A. Clews (197 James), 68; H. Ingham (343 Triumph), 69; total, 503. **Runners-up.**—East Lanes, 752. **Best Member.**—J. Chipchase (197 Francis-Barnett), 97.

Arctic Trial

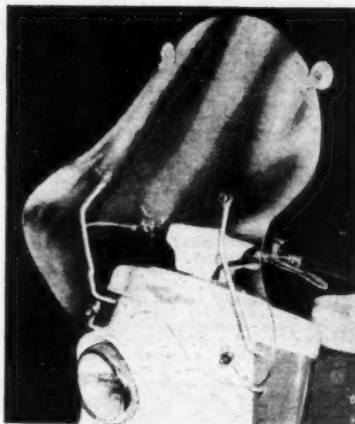
FALLING snow added to the difficulties of an already rain-soaked course in last Sunday's Arctic Trial organized by the Camel Vale Club in the Lanivet area near Bodmin, Cornwall. Two laps of a course only eight miles in length but comprising 39 sub-sections proved to be very tough on riders and machines.

Muddy, rocky river beds formed the first three sections and it was not until the fourth section that a feet-up performance was recorded; it was by R. Rowse (197 James) who proved to be the eventual winner. Showing excellent throttle control he navigated his way through this rocky, rooty section and showed great consistency by repeating the feat on the second lap.

Premier Award.—R. Rowse (197 James), 55 marks lost. **First-class Awards.**—B. Traves (487 Ariel), 66; M. Male (197 James), 70; C. Dustow (197 James), 75; A. Barbary (346 Royal Enfield), 86.

Rathmichael Scramble

HEAVY rain made the course for the Dublin University Club's Rathmichael Scramble last Saturday very slippery and, after practising, one hill had to be cut out as



few riders could get up at all, and then only with a clear run. Tyre, mechanical and electrical troubles eliminated several riders during practising and as a result the field was small.

C. Childs (497 Ariel) was ahead on the first lap, which he covered in 4m 13s to gain a quarter-minute lead from D. C. Ewen (199 Triumph). However, Childs lost a half-minute on the next lap and was overhauled by Ewen and G. C. Harris (497 Ariel); then his clutch gave trouble and he had to retire. Ewen was in trouble on the third lap and was passed by Harris and G. F. Scarlett (197 Dot).

Harris had made a slow start but on his second lap improved on Childs' time with 4m 6s while Scarlett did 4m 11s. On his third and fourth laps Harris returned 4m 2s and this time remained unbeaten. By the half-distance (Lap 5) Harris had a lead of over a minute and he drew steadily ahead, lapping much faster than anyone else to win by over six minutes.

There was no other excitement except on the eighth lap when Ewen stopped and lost third place to W. E. Harris (348 B.S.A.). However, a fast ninth lap put him on Harris's tail and then the B.S.A. rider made a mistake and Ewen got ahead to regain third place.

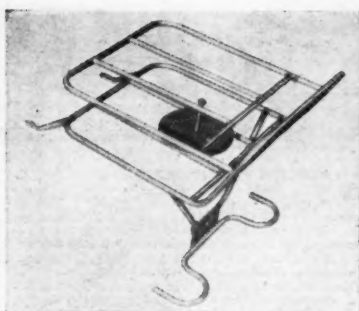
Rathmichael Scramble.—1. G. C. Harris (497 Ariel), 45m 25s; 2. G. F. Scarlett (197 Dot); 3. D. C. Ewen (199 Triumph); 4. W. E. Harris (348 B.S.A.); 5. M. D. T. Archer (197 Francis-Barnett); 6. (9 laps), E. I. Gibson (197 Norman).

In South Africa

UNDOUBTEDLY the most exciting event of the international road-race meeting held on the Roy Hesketh circuit, Pietermaritzburg, South Africa, last Sunday, was the 250 c.c. scratch race in which the Oxford rider, Mike Hailwood (N.S.U.), won from the South African champion, Borro Castellani (F.B. Mondial). When the flag fell Hailwood's engine refused to fire and the field had gone by the time the N.S.U. got going.

But Hailwood went like the wind and with four laps completed he was already scything his way through the lower-placed men. After nine laps he had the leader, Castellani, in his sights. Within a few seconds Hailwood led but not for a second did he ease his searing pace. Castellani hung on grimly but could do nothing to prevent the Englishman from drawing away. Hailwood eventually won by 31s and established a lap record at 71.45 m.p.h. His time of 40m 11s for the 45-mile event was also a record.

Rhodesian Gary Hocking (Norton) went to the head of affairs in the early stages of the 350 c.c. scratch event. Soon, however, he was passed by fellow-countryman Ken Robas (A.J.S.) and then, on the 10th lap, Dave Chad-



On the left is the Feridax windscreens and on the right the luggage carrier described on page 126.

wick (Norton) overtook them both. Chadwick won easily from Robas with Hocking third. Chadwick's time of 37m 32s was 3s better than that recorded by Stan Setaro (Norton), the winner of the 500 c.c. scratch race (run over the same distances). Highlight of the 500 c.c. event was that Jim Redman (Norton) of Rhodesia broke Geoff Duke's Gilera-gained 1957 lap record by half a second. Redman, who crashed while leading the race (he was unhurt) will shortly be leaving for England where he will race this summer.

The handicap event was won by Robas with Mike Moore of Durban second and Graham Cain (Velocette) third. An engine seizure on the 14th lap put paid to Hailwood's chances—he was lying fourth at the time—and so severe was Chadwick's handicap that he could do no better than finish sixth.

A special five-lap match race between Robas (348 A.J.S.), Sweden's Olle Nygren (341 A.J.S.), Chadwick (348 Norton) and Castellani—riding his two-fifty F.B. Mondial—resulted in Chadwick winning by a wheel from Robas.

OVER 40 members of the West Riding Lambretta Club have received certificates for passing the new Red Cross course, "First Aid on the Highway." Other clubs are also taking the course, which consists of six lectures.

READERS' CORNER.—*Experiences Wanted.*—P. W. V. and J. S. K. D. (N. Wales): overland trip by motor cycle to Australia. *Back Numbers Available.*—B. Horsnell, 37, Hemdean Road, Caversham, Reading, Berkshire; approximately 100.

MANY callers at the B.S.A. factory over a period of about 20 years will know Bernard Bullivant, the commissionaire. To many folk he was known affectionately as the "Admiral"—a nickname dating from his service in the Royal Navy. He retired last Friday.

OWING to a transposition in a Britax advertisement published on January 9 an illustration of the weatherscreen M309 price £4 15s was described as the de Luxe M311 price £3 4s. As will have been obvious to many readers, the descriptions should have been reversed.

YOUNG riders and drivers will be interested in the newly formed Wolverhampton Auto Boys' Club which meets in a hut in Shelley Road, Fordhouses, Wolverhampton. The leader is Fred Hartley and, as well as having club facilities, members receive instruction on riding technique, road-safety matters and engine maintenance. The new branch is affiliated to the Wolverhampton Council of Boys' Clubs.

LAST Thursday evening, Cooper Bros., the Troon dealers, held a film show and dance in the Unionist Rooms, Troon. More than 300 enthusiasts attended and a thoroughly enjoyable time ensued. The strong contingent of representatives of the industry included Bertie Goodman of Velocettes, Neale Shilton of Triumphs, Dickie Davies of Dunlops' competitions department, John Wills of Bu-mat and Sam Foster of Renold chains.

CLUB NEWS



ALPERTON AND WEMBLEY.—January 24: Slide show (Swan, Sudbury, 8). 26: Vice-captain's Run (Ace Café, 10.30). **A.M.C. Owners** (North London).—January 28: Film show (Cook's Ferry Inn, 7.30). (South Eastern).—January 25: Dinner and dance (Boileau, Barnes, 7). 26: Treasure hunt (Hanger Lane, 11). 28: Slide show (White Hart, Barnes, 7.30).

Barry.—January 28: Whist drive. **Broughton and Breton.**—January 23: Indoor trial. **Brighton** (H.Q.).—January 23: Indoor trial. **Central Leeds.**—January 26: A.G.M. **Cheshire Centre.**—Secretary: P. Green, 7, Edale Avenue, Reddish, Stockport. **Croydon.**—January 26: Conducted trial at Brands Hatch (Airport, 8.30).

Derby Phoenix.—January 27: Business meeting (Osmaston Park Hotel, 8). **Ditona.**—January 23: Nutrient night (Royal Oak, Teddington, 8). 26: Vice-captain's Run (Hampton Court, 2.30). **Edinburgh.**—January 24: Games (H.Q.). **Eltham.**—January 24: Committee meeting (H.Q., 8.30). 26: Support Dunlop Trophy Trial (Perry Street, 9). **Falcon (Croydon).**—January 26: Run (Pond, 10.30). **Ford Sports.**—January 26: Cambridge (Gants Hill, 9.30 and 10).

Glasgow Sporting.—January 26: Closed trial (Libo Quarries, Caldwell, near Lugton, 11). **Green Aces.**—January 26: Castle Heddington (Market Place, Rotherham, 10.30). **Halifax (Nova Scotia).**—Secretary: Miss D. Schrader, 252, Robie Street, Halifax, Nova Scotia, Canada. **Hertford.**—January 29: Film show (Five Horseshoes, Burford Street, Hoddesdon, 8).

Ilford.—January 24: Dance (Dr. Johnson, Barkingside, 8). 28: Jumble sale (Dr. Johnson, 8). **Kingswood.**—Regulations for the February 16 open to Wessex Centre Avery Trophy Trial from R. Harris, 15, Aubrey Mead, Bitton, Bristol.

L.E. Velo (Essex).—January 23: Club night (5, Lilac Avenue, Wickford, Essex, 7.30). 26: Impromptu run (Halfway House, junction A127 and A128, 10.30). (London).—January 25: A.G.M. (Clarence Hotel, 53, Whitehall, S.W.1, 7). 26: Impromptu run (Apex Corner, 10.45). **Lea Bridge.**—January 26: Games (Rising Sun, 10.30). **Leatherhead.**—January 26: Dunlop Trophy Trial. 27: Panel game. **Leavesden.**—Secretary: C. D. Lavery, 18, Breakspere Avenue, St. Albans, Herts. **Liverpool Imperial.**—January 26: Novex Trial. **London Douglas.**—January 24: Film show

(H.Q., 8). 26: Mystery run (K.L.G., 10.30). **London Scooter.**—January 23: Bring-and-Buy sale (H.Q., 9). 26: Run (Blue Cockatoo, 10). **London Touring.**—January 24: Slide show (H.Q., 8).

Maidstone Aces.—January 26: Support Dunlop Trophy Trial (Fairmeadow, 9.45). **Manchester Eagle.**—January 26: Monsall Head (Rising Sun, Hazel Grove, 10.30). **Manchester Lambretta.**—January 27: Touring quiz (H.Q., 8). **Manchester Vagabond.**—January 29: Club night (H.Q., 8.30). **Messerschmitt Owners.**—Secretary: S. F. Etheridge, Greenacres, Stanthill, Dursley, Gloucester. **M'd-Glamorgan.**—January 26: Trial. **Minety Vale.**—Secretary: Mrs. E. Currock, 125, Cricklade Road, Swindon, Wilts. **Most Christie.**—January 26: Support Mid-Herts trial (Woodbine, 10). 29: Club night (H.Q.).

North-East London.—January 23: A.G.M. (Victory, Chingford, 8.30). **Norwich Sidecar.**—January 25: Annual dinner (Blue Boar, Sprowston, 7.30). **Norwich Viking.**—In responding to the toast to the Club at the annual dinner on Wednesday of last week, the chairman voiced a strong appeal for suitable premises to enable the club to operate the R.A.C.-A.C.U. Training Scheme. The dinner was attended by 88 members and friends and several hours of fine entertainment followed. **Norwood.**—January 26: Captain's Run (Crystal Palace Parade, 9.30). **Notts.**—January 26: Treasure hunt (Five Ways Hotel, 11). 27: Committee meeting (Five Ways, 8.30). 29: Brains trust (Five Ways, 8.30).

Panther Owners (Home Counties).—January 26: Kent tour (Blackwall Tunnel, south side, 10). **Pendennis.**—January 24: Club night (Globe, Penryn, 7.30). 26: Support West Cornwall novice trial (Madron, 2). **Plymouth Touring.**—January 23: Beetle drive. 26: Staverton Bridge (Stadium, Penryn, 2).

Ravensbury.—January 25: Annual dinner and dance (Crown, Morden). 26: Tower of London (Tiger, 1.30). **Redditch.**—January 24: Annual dinner (White Hart, Headless Cross). **Ringwood.**—January 23: Club night (Burley, 8). **Rochester, Chatham.**—January 24: Film show (King's Head, 7.30). **Rookery.**—January 25: Annual dinner and dance (Robin Hood, Potters Bar, 7). **Royal Enfield Owners** (London).—January 25: Show

and dinner (Casino Theatre, 5.45). 26: Support Dunlop Trophy Trial (St. Paul's, 9). **Somerton.**—January 23: Rudge Enthusiasts. **Surrey.**—January 26: Club night (Hoop and Grapes, 80, Farringdon Road, London, E.C.1, 7.30).

Sidecup.—Secretary: R. Pidduck, 8, Sibthorpe Road, Lee, London, S.E.12. **Somerton.**—January 23: Meeting (Red Lion, 8). **Southern Centre.**—January 26: A.G.M. (Minstead Hall, Minstead, near Lyndhurst, Hants, 2.30). **Southern Triumph Riders.**—January 24: Quiz (H.Q., 8). 26: Support Dunlop Trophy Trial (Staines roundabout, 8.30). **South Liverpool.**—January 26: Llandegla Moors (Birkenhead, 10). **Surrey Hills.**—January 24: Darts (Gander, 8). **Surrey Sidecar.**—January 26: Goodwill run (Epsom Clock Tower, 10.30).

Tenterden.—January 26: Support Dunlop Trophy Trial. **Thurnscoe.**—A scooter section catering for machines of over 125 c.c. has been formed. Membership applications to T. A. Gregory, 19, Garden Street, Thurnscoe, near Rotherham, Yorks. **Totton.**—January 24: Annual dinner and dance (Masonic Hall, Totton). **Triumph Owners** (East Surrey).—Secretary: D. Eagle, 1, Sunbury Lane, Walton on Thames, Surrey. (Epping Forest).—January 28: Tombola (H.Q., 7.30). (North London).—January 24: Games night (H.Q., 7.30). 26: London Zoo (Glanfield, 11). (North West London).—January 26: Support West Middlesex event (L.E.F., 9). 28: Tombola (H.Q., 7.30). (West Middlesex).—January 23: Redex film show (H.Q.). 26: Operation Hotpoint.

Vagabonds.—January 26: Science Museum (Highway Café, 2.30). 27: Club night (Bull's Head, Turnford, Herts). **Vincent-H.R.D. Owners** (Aldershot).—January 28: Talk by Sid Lawton (King's Head, Ash Road, Aldershot, 7.45). (Derby).—January 23: Club night (Osmaston Park Hotel). (East Midlands).—January 23: Club night (Fox Hotel, Baxter Gate, Loughborough, 7.30). (Merseyside and North Wales).—January 24: Party; admission by ticket only, from A. Street, 9, Heys Avenue, Bromborough, Cheshire (Hesketh Hall, New Ferry, Bebington, 7) (Oxford).—January 24: Club night (Bear and Ragged Staff, Cumnor, Berks). (South London).—January 24: Talk by Doug Mitchell (T.A. H.Q., Bromley Road, Catford, 8). (West London).—January 27: Club night (Ickenham Community Centre, 8).

Wandsworth.—January 31: A.G.M. (St. Mary's Hall, 8). As mentioned in the sports news columns, the president has offered a prize of a week's free holiday in Devonshire for the winner (and a companion) in a special event to be organized this year. It is hoped to enrol 30 new members before Easter. All interested are welcome on Fridays from 8 to 9 p.m. at St. Mary's Hall, Alston Road, Fountain Road, Tooting, or can obtain full information from G. A. Brine, 214, Beechcroft Road, London, S.W.17. **West Essex.**—January 26: Run (Dick Turpin's Cave, 9.30). 27: Games night (High Beech Village Hall, 8). **West Middlesex Amateur.**—January 27: Committee meeting (19, Lingwood Gardens, Isleworth, 7.45). **Windsor.**—January 28: Auction (Liberal Club, Windsor, 8.30). **White City.**—New H.Q.: Carlton Bridge Social Club, Great Western Road, London, W.9. **Wood Green.**—January 26: Support Mid-Herts Trial (Alexandra Palace, 9.30). **Worthing Eagles.**—23: Club night (H.Q., 8).

Yeaddon-Guiseley.—A stick of rock bearing the words "Yeaddon-Guiseley, 25 Years" throughout its length was one of the articles at a raffie held during the club's jubilee dinner held at the Town Hall, Guiseley, on January 11. Among the guests and speakers were A. Wells, president of the Yorkshire Centre, and past-presidents A. Moore and G. Fletcher. The club president, H. Rhodes, received the trophy for the member gaining the most points for organizing activity during the past year. **Yeo Vale.**—January 23: A.G.M. (H.Q., 7.30). 26: Trial (Happy Return, on Crewkerne-Chard road, 12.30).

THE CLUBMAN

Important Events



Saturday, January 25.—Bristol: National John Douglas Trial, Coles' Coach Station, Winford, on B3130, 9.30 a.m. **Dublin:** Jacob Cup Trial, Sloggers Hill, Bohernabreena, Old Bawn, 2.30 p.m. **Sunday, January 26.**—Yeo Vale: Trial, Happy Return Inn, on A30 between

Crewkerne and Chard, 12.30 p.m. **Ashford, Kent:** Dunlop Trophy Trial, Hayward's Car Park, New Street, 10 a.m. **Newburgh:** Liverpool Club's Novex Trial, Red Lion, 11 a.m. **Mid-Glamorgan:** Trial, White Lion, Bedford Road, Cefn Cribwr, near Bridgend, 11 a.m. **West Cornwall:** Novice Trial, Landithy Farm, Madron, Penzance, 2 p.m. **Winsford:** Trial, Shrewsbury Arms, Little Budworth, near Oulton Park, 10.30 a.m. **Mid-Herts:** Trial, Jubilee Café, Woolmer Green, on A1, 10 a.m. **Aberdeen:** Trial, Kincorth, 11.30 a.m. **Scarborough:** Trial, Caley Arms, Brompton, 10.30 a.m. **Roydon:** Vintage M.C.C.'s Southern Trophy Trial, 11 a.m.

Sunday, February 2.—Exmoor: Treborough Trial, Valiant Soldier, Roadwater, noon. **North Hants:** Scramble, Tweseldown Race Course, Crookham, near Aldershot, 11 a.m. **Langley:** Wood Green Club's Paley Cup Trial, Langley Café, three miles north of Codicote on A600, 10.30 a.m. **Roydon:** Centaur Trial, Filist Cross Café, on A505, 11 a.m. **Petersfield:** Trial, Blue Anchor Inn, Ramshill, on A3, 11.30 a.m. **Frome Valley:** Trial, R.E.M.E. workshops, north end of Bovington Camp, 11.30 a.m. **Scarborough:** Abbott Trophy Trial, Mount Hairpin, Oliver's Mount circuit, 10.20 a.m. **Brantham:** Trial, Buck's Horns, Cattawade, noon.

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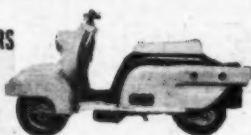
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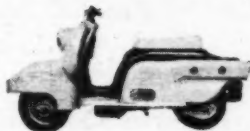
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Ariel, 53, 500 c.c. O.H.V. R. Hntr, d/s, t/forks	£299 10	£299 10
Ariel, 53, 500 c.c. O.H.V. V.R. Hntr, sprg	£299 10	£299 10
Ariel, 53, 500 c.c. O.H.V. R. Hntr, alloy eng.	£119 10	£299 10
Ariel, 56, 300 c.c. O.H.V. Colt sprg, d/s, t/forks	£109 10	£299 10
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COMERFORDS for Ariel, 1,000 machines in stock.—Portsmouth Rd., Thames Ditton, Surrey. [C1006/R]

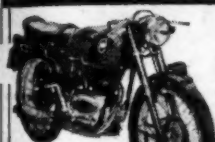
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ELEANOR MOTORS for Ariel, terms, exchanges 265, Mare St., Hackney, E.8. Amhurst 5134. [C0184/R]

SALES & WANTS

Turn to page 38 for
Advertisement Form

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MOPEDS
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GILERA '175'
£199 19 6

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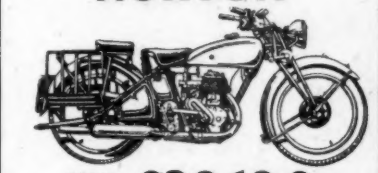
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with 24 Canterbury dualseat saloon on V21 chassis, smart
B.S.A. '51, B33 500 c.c. O.H.V., telex, pillion seat and rest,
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dition.....
B.S.A. '55, M21 600 c.c. R.V., telescopic forks, 4 speed foot-
change, fitted with Watsonian Manxette on V21, very
smart.....
TRIUMPH '53, ST 500 c.c. Twin, dualseat, tank parcel grid,
fitted with Swallow s/saler saloon, smart matching outfit
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dralle forks, fitted with Watsonian Avon sports, good con-
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with Bumar Lancastria family saloon on V21, bargain at
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[C0095/R]

SLOCOMBES OF NEASDEN!!! for your new Vespa;
terms and exchanges.—239-271, Neasden Lane,
N.W.10. Gladstone 3555—8 lines. [C1115]

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changes, 265, Mare St., Hackney, E.8. Amburst
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149 gns.—Douglas Vespa, July 1957, 150cc. Gran
Sport, extras, 1,288 miles only, cost over
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Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

LEDA scooters.—Immediate delivery all models, part
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ROWLAND SMITH'S, the Douglas Vespa buyers.—
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[W1114/R]

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G LANFIELD LAWRENCE. No waiting.

WE hold immense stocks of Vespa spares; immediate
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Rd., North Finchley, N.12. Tel. Fin. 0091. [S1044/R]

GODFREY'S, Ltd.—Croydon, 208, Gt. Portland St.,
W.1. Forest Gate. See display advert. [S1052/R]

YOUNG'S.—Vespa spares and accessories, list free.—
32, Tooting Bec Rd., London, S.W.17. Bal. 7791.
[C1134/R]

HUMPHRIES for Vespa spares and accessories;
counter or c.o.d.—122, Hampstead Rd., N.W.1.
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ROWLAND SMITH'S for Excelsior.

NEW Supr Talisman and Skutabik in stock; terms,
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days.—Rowland Smith, Hampstead (Tube), N.W.3.
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B. Hertford Rd. Enfield. Tel. Howard 1531, 2823.
1955 Excelsior Consort, one owner; £47. [C1132]

YOUNG'S.—Excelsior main agents; terms, exchanges.
—32, Tooting Bec Rd., London, S.W.17. Bal. 7791.
[C1134/R]

RENNO'S—Excelsior specialists.—Latest models, im-
mediate delivery; 12-18-24 mths. self-financed
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RENNO'S bargain.—1954 Excelsior Roadmaster 197cc,
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[C1104/R]

KING'S OF OXFORD.—All 1958 Excelsiors, im-
mediate delivery; finest, easiest, friendliest terms;
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KING'S, New Rd., Oxford. [C1171]

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Tel. Cop. 1710. [C0230]

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stockists. Trade supplied, quotations or c.o.d. by
return.—8-10, Bond St., Ealing, W.5. Eal. 2387.
[S1075/R]

LONDON'S Excelsior specialists.—Alec Jackson for
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Jackson, Motor Export, Ltd., 1006, Harrow Rd., Kensal
Green, London, N.W.10. Ladbroke 2792. [S1085/R]

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FRANCIS & BARNETT, Ltd., Lower Ford St.,
Coventry. Coventry 3054. [C0090/R]

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1958 models for immediate delivery; usual terms
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[C1174/R]

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49 gns.—Francis-Barnett 1953, 197cc Villiers, swing-
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list; open 9-7 week-days and Saturdays.—Rowland
Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

N. LONDON.—Tele Autos, Francis-Barnett main
agents.—58, High St., Waltham Cross. [C027/R]

WHITBYS OF ACTON.—Immediate delivery of new
models.—273, Acton Vale, W.3. She. 5355.
[C1128/R]

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23 JANUARY 1958

THE MOTOR CYCLE

(Supplement vii) 19

JAMES

ARCHER OF ALDERSHOT for James, etc.: spares and service.—Victoria Rd. Tel. 323. [0371/R]

WHITBYS OF ACTON—Immediate delivery of new models.—273, Acton Vale, London, W.3. Ene. 5355. [C1128/R]

SLOCUMBS OF NEASDEN!!! for your new James terms and exchanges.—239-271, Neasden Lane, N.W.10 Gladstone 3355—8 lines. [C1115]

METTEN'S, Shannon Corner, New Malden, for immediate delivery of all the latest 1958 James models at lowest hire purchase prices; exchanges, tuition, spares, unbreakable Villiers service, trade supplied.—70, Malden 3110. [C1203]

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KAYS OF EALING, Ltd., James spare parts stockists Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1075/R]

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J.A.P. engines and spares; world's largest distributors. J.—Alec Jackson Motor Export, Ltd., 1006, Harrow Rd., London, N.W.10. Ladbroke 2792. [C1066/R]

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69ms—Jawa twin November, 1950, 350cc, sprung frame, choice of at £145. terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

JAWA SPARE PARTS

NORMAN STOKES MOTOR CYCLES, U.K. distributors for all Jawa and CZ spares and service; trade enquiries invited.—1, Vernon St., Wellingborough Rd., Northampton, Tel. 1309. [C1016/R]

LAMBRETTA

LAMBRETTA—Sole Concessionaires U.K., Lambretta Concessionaires Ltd. Head Office and Sales, Beverley Works, Kingston By-Pass, S.W.20. Tel. Ma'den 7721 Service Station, 215-219, The Broadway, Wimbledon, S.W.19. Spares, 221-227, The Broadway, Wimbledon, S.W.19. Tel. Cherrywood 3241. Accessories, 81, Oxford Ave., S.W.19. Tel. Liberty 3962. [0475/R]

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1957 150cc Mark III, every extra, very low mileage; choice of at £145.

1957 150cc LDB Mark I, host of extras, 2,000 miles only; choice of 4 from £129/10.

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THREE months' written guarantee all used machines, every new model immediate delivery.—310, Uxbridge Rd., Acton, W.3. Acton 5031-2. [C1121]

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KING'S superior national service.

KING'S take any road vehicle part exchange.

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KING'S OF OXFORD, New Rd., Oxford. [C1171]

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NEW scooters, mopeds and trucks in stock.

115ms—Lambretta 1957, 150cc, l.d.b., blue finish, excellent condition; choice of 2; terms, exchanges.—Rowland Smith, below.

79ms—Lambretta late 1955, 150cc l.d., pillion seat; choice of 6 Lambrettas; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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GODFREYS, Ltd., appointed dealers all depots, including Leytonstone.—See display advert. [C1052/R]

LAMBRETTA—Loxham's Motor Cycle House; exchange, h.p. terms.—Tel. 4242 Preston. [0044/R]

WHITBYS for bargains in used Lambrettas.—273, Acton Vale London, W.3. Shep. Bush 5355. [C1128/R]

ELEANOR MOTORS for Lambretta, terms, exchanges, 265, Mare St., Hackney, E.8. Amburst 5134. [0312]

TWO-STROKES

1957 GREEVES, 197 c.c. 9E, 3,000 miles, in immaculate condition, s/arm, dual seat, pannier boxes, unmarked, bargain..... £128 0

1955 D.M.W., 225 c.c., leading link forks, s/arm, dual seat, pannier frames and bags, low mileage..... £105 0

1957 AMBASSADOR, 250 c.c. Twin, s/arm, full width hubs, dual seat, maroon and chromium finish £168 0

1956 EXCELSIOR, 98 c.c., 2-speed, one owner, black and chromium, immaculate..... £36 0

1955 FRANCIS-BARNETT, 197 c.c., full width hubs, s/arm, black and chromium, legshields, carrier, really clean £98 0

1957 GREEVES, 250 c.c., legshields, s/arm, pannier frames, dual seat, full width front hub, dual brake, very low mileage, as new... £168 0

1956 FRANCIS-BARNETT, 225 c.c., s/arm, green and chromium, pannier frames and bags £118 0

1954 NORMAN, 197 c.c., 4-speed, late type s/arm, green and chromium tank, dual seat, battery lighting, stored two years..... £72 10

1953 B.S.A. Bantam, 125 c.c., sprung frame, chromium rims £46 0

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1952 B.S.A. Bantam, 125 c.c., battery lighting, sprung frame, dual seat, mirror, legshields... £39 10

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1956 JAMES, 197 c.c., 4-speed box, s/arm, full width hubs, dual seat, as new..... £105 0

1956 SUN, 197 c.c., battery lighting, one owner, legshields, pillion seat, windshield, s/arm... £69 10

1951 EXCELSIOR, 197 c.c., tele forks, battery lighting, sprung frame, chromium tank grid, new rear tyre, very clean £38 0

1952 AMBASSADOR, 197 c.c. "Popular" speedometer, direct lighting, very clean, recommended £46 0

1954 JAMES, 197 c.c. "Captain," s/arm, battery lighting, pillion seat, windshield £78 0

1953 EXCELSIOR, 197 c.c., sprung frame, battery lighting, speedometer, dual seat, blue and chromium finish £36 0

1952 BANTAM, 125 c.c., sprung frame, pillion seat, chromium rims £42 0

£5 Deposit reserves any of the above

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LAMBRETTA

SLOCUMBS OF NEASDEN!!! for your new Lambretta; terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

HUDDERSFIELD—Lambretta, immediate delivery latest Mark III; walk in and ride out; exchanges, terms.—Arnold Moore, Oxford St. Garage, Tel. 3483. [0985/R]

WHITE & MARTIN for the Lambretta Scooter; immediate delivery; spares and accessories; h.p. terms, part exchanges, etc.—18, Ashfield Parade, Southgate, N.14. Palmers Green 1035. [C1032/R]

J. J. DOUBLE (MOTOR CYCLES), Ltd., 1958 Lambretta agents; terms, spares, service, repairs.—123-4, Mildmay Parade, Cranbrook Rd., Barking, Ilford. Tel. Val. 0191. [C1119/R]

LAMBRETTA LDB150, Mark II, 1957, registered 1 October 1957, never used, with new Watsonian Bambini sidecar; £190, or on terms.—Edwards Motors, Ltd., Station Rd., Taunton 294. [7075]

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RENNO'S, Lambretta Sales and Service agents.—Immediate delivery latest models; super after-sales service; spares, accessories, one-third deposit, 12-18-24 mths. self-financed terms, exchanges.

RENNO'S special bargain.—1956 Lambretta 150cc battery, lighting, carrier, bumper saver, borders, pillion seat; 11 signs or terms.

RENNO'S real value.—1954 Lambretta L.D., many extras, carrier, screen, spare wheel, pannier; 80ms or terms.—232-3-4, Upper St., London, N.1. Can. 2021; 217, Hornsey Rd., London, N.7. Arc. 3104. [C1104]

COMERFORDS for Lambrettas, new and second-hand; exchanges; terms; we offer first-class service facilities and are appointed Lambretta service agents.—Portsmouth Rd., Thames Ditton, Esherbrook 5531. [C1006]

CONTINENTAL SCOOTERS, Ltd., Britain's oldest all Scooter distributors, one-third deposit, 12-18-24 mths.—225-7, Westminster Bridge Rd. S.E.1. Wat. 3103, 157, Old Brompton Rd., S.W.5. Fr. 1844, 162, Finchley Rd., N.W.3. Swi. 3767. [0056/R]

LAMBRETTA WANTED

ROWLAND SMITH'S, the Lambretta buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [C1114/R]

PUTNEY AUTOS purchase good used Lambrettas; exchanges, etc.—263, Putney Bridge Rd., S.W.15. Putney 1186. [W1138/R]

LAMBRETTA SPARE PARTS

SPEEDWAY OF ACTON, largest Lambretta stockists in Great Britain; all spares and accessories; same day c.o.d.—314, Uxbridge Rd., W.3. Acton 5031-2. [S1121/R]

PALMERS for Lambretta spares and service.—81, Stanley Rd., Teddington, Molesey 1646. [S1003]

GENUINE Lambretta spares, 125/150; prompt c.o.d.—R. Mallaby & Co., 144, Micklegate, York. [24017]

ELEANOR MOTORS, Lambretta spares and service; Lambretta trained mechanics, all repairs, 265, Mare St., Hackney E.8. Amburst 3523. [0037]

MOORES OF TOTTENHAM for genuine Lambretta spares and accessories.—649-653, High Rd., Tottenham, N.17. Tel. Tottenham 3440. [0161/R]

GODFREYS, Ltd., for special Lambretta service, spares, factory trained mechanics, all special tools, 6 depots in the London area.—See display advertisement. [S1052/R]

ASTON AUTO MOTORS OF BIRMINGHAM—Complete range Lambretta spares and accessories; trade and retail; prompt c.o.d.—172-177, Aston Rd., Birmingham, 6. Aston Cross 3501-2. [0496/R]

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MAICO (GREAT BRITAIN), Ltd., 81a, Gloucester Rd., S.W.7. Tel. Fremantle 4519-8. Spares and workshop, 23, Astwood Mews, S.W.7. Tel. Fremantle 5519. Sole concessionaires U.K. for Malcoetta 247cc and 277cc super scooter and Malcomobil 197cc, totally enclosed. All spares from stock. [0602/R]

CELTIC MOTORS, Ltd., for your new Maico Typhoon 400cc twin, immediate delivery, all colours.

TERMS and exchanges, genuine after-sales service.—57, East Hill, Wandsworth, S.W.18. Vandyske 5551. [0055]

GODFREYS, Ltd.—Appointed dealers all depots, including Leytonstone, E.11. See display advert. [C1052/R]

CLAUDE RYE—Immediate delivery new Maicos, choice of colours; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. [C1105/R]

CELTIC MOTORS, Ltd., for your new Malcoetta or Maico Mobil; immediate delivery from stock; demonstration models available.

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EARLY deliveries of these models are usually possible if you order now through Black Lancaster, Whitgate Drive, Blackpool, Tel. 24720. [0177]

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A.J.S. '53, 350 c.h.v. teles. s/arm, dual seat	£109 10
A.J.S. '53, 500 c.h.v. Model 20 Twin, teles. s/arm	£119 10
A.J.S. '53, 500 c.h.v. Model 188, teles. s/arm, d/seat	£129 10
A.J.S. '57, 500 c.h.v. Mod. 20 Twin, s/arm. As new	£200 10
ARIEL '47, 350 c.h.v. Model NG teles. d/seat	£39 10
ARIEL '48, 350 c.h.v. R. Hunter, teles. d/seat	£49 10
ARIEL '55, 350 c.h.v. Coll. teles. s/arm, d/seat	£79 10
ARIEL '53, 500 c.h.v. RH Twin, teles. d/seat	£79 10
ARIEL '53, 500 c.h.v. V.H. teles. s/arm, pillion	£89 10
ARIEL '54, 500 c.h.v. Model V.H. teles. s/arm, d/seat	£95 10
B.S.A. '50, 125 i.s. Bantam, teles. springer	£29 10
B.S.A. '53, 125 s/arm, teles. leg-holds	£39 10
B.S.A. '49, 500 c.h.v. Model 188, teles. s/arm, d/seat	£119 10
B.S.A. '54, 500 c.h.v. C101A, s/arm, pillion	£59 10
B.S.A. '56, 150 c.c. Bantam Major, teles. s/arm, d/seat	£79 10
B.S.A. '53, 350 c.h.v. B218, s/arm, d/seat	£79 10
B.S.A. '52, 500 c.h.v. Model V.H. teles. s/arm, d/seat	£79 10
B.S.A. '54, 500 c.h.v. C1108, teles. s/arm, d/seat	£79 10
B.S.A. '53, 500 c.h.v. A78 Twin, s/arm, d/seat	£109 10
B.S.A. '52, 500 c.h.v. Golden Flash Twin, s/arm	£129 10
B.S.A. '55, 500 c.h.v. 501B, teles. pillion, s/arm, d/seat	£129 10
B.S.A. '56, 500 c.h.v. B218, teles. s/arm, d/seat	£129 10
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B.S.A. '57, 500 c.h.v. B238, s/arm, d/seat	£149 10
B.S.A. '56, 500 c.h.v. Mod. A10 teles. s/arm, d/seat	£169 10
ENFIELD '49, 350 c.h.v. Model O, teles. extras	£39 10
ENFIELD '56, 148 Ensign, teles. s/arm, d/seat	£49 10
ENFIELD '52, 500 c.h.v. Twin, teles. s/arm, d/seat	£49 10
ENFIELD '55, 350 c.h.v. Bullet, teles. s/arm, d/seat	£49 10
EXCELSIOR '54, 125 Villiers, Condox, s/arm, d/seat	£39 10
EXCELSIOR '52, 197 Villiers Model B2, teles. extras	£39 10
F-BARNETT '52, 197 Falcon, '58 Comp. teles. s/arm	£39 10
F-BARNETT '54, 197 Falcon, teles. s/arm, d/seat	£89 10

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CASH	
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F-BARNETT '55, 225 c.c. T/S Cruiser, teles. s/arm	£99 10
JAMES '55, 225 Colonel, s/arm, d/seat, pillion	£99 10
LAURENCE '55, 125 i.s. D of Luxe Scooter, s/arm	£39 10
MATCHLESS '48, 350 c.h.v. G3L Model, teles. clean	£39 10
MATCHLESS '48, 350 c.h.v. Golden Flash, teles. d/seat	£49 10
MATCHLESS '52, 500 c.h.v. 59 T. teles. s/arm, d/seat	£119 10
MATCHLESS '55, 350 c.h.v. G3L8, teles. s/arm, d/seat	£139 10
MATCHLESS '56, 500 c.h.v. G118, Twin, s/arm, d/seat	£139 10
S.U.O. '55, 48 c.c. Quickly Model	£33 10
VEYRON '51, 500 c.h.v. Mod. 188, teles. s/arm, d/seat	£129 10
NORTON '55, 800 c.h.v. Mod. E82, teles. s/arm, d/seat	£129 10
PANTHER '51, 500 c.h.v. teles. s/arm, d/seat	£49 10
PANTHER '53, 500 c.h.v. Model 75, teles. dual seat	£119 10
POWER PAK '52, 49 c.c. Hercules cycle	£15 10
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TRIUMPH '39, 500 c.h.v. Tiger 100 Twin, d/seat	£29 10
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TRIUMPH '55, 500 c.h.v. Tiger 110, s/arm, d/seat	£149 10
TRIUMPH '56, 500 c.h.v. T18, s/arm, d/seat	£149 10
TRIUMPH '55, 500 c.h.v. Tiger 110 Sports Twin, s/arm	£159 10
TRIUMPH '54, 500 c.h.v. Sp. Twin, s/arm, d/seat	£159 10
TRIUMPH '57, 500 c.h.v. Tiger 110, s/arm, d/seat	£259 10
TRIUMPH '52, 300 i.s. Twin, teles. s/arm	£49 10
VELOCETTE '52, 350 c.h.v. Mod. MAC, teles. s/arm	£109 10
VELOPAC '55, 125 i.s. D of Luxe Scooter, d/seat	£79 10
VESPA '55, 125 i.s. D of Luxe Scooter, extras	£89 10
ZUNDAPP '54, 200 i.s. D of Luxe Scooter, s/arm, extras	£79 10
ZUNDAPP '57, 200 c.c. Model 2018, teles. s/arm	£129 10
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B.S.A. '49, 500 c.h.v. C11, teles. Nottall Sports saloon	£69 10
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ALL models supplied.

39 gens.—Matchless, regd. 1951, 350cc ohv. telescopic forks, dual seat; terms, exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C114]

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1956 (late) Matchless G3L 350cc. export tank, chrome and maroon, unmarked throughout, as new: £179. [C108/R]

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ARCHER OF ALDERSHOT for Matchless, etc., spares and service.—Victoria Rd., Tel. 323. [C1063/R]

WHITTAKER OF BLACKPOOL for your new Matchless, immediate delivery from stock—19, Cookson St., Blackpool. Tel. 24628. [C1139]

SLOCOMBES OF NEADEN! for your new Matchless; terms and exchanges—239-271, Neaden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

WHITBYS OF ACTON—New models in stock: exchanges, h.p., spares.—265/275, Acton Vale, London, W.3. She. 5355 (Showrooms); She. 6785 (Spare). [C1128/R]

KING'S OF OXFORD—Your 1958 Matchless, the easy, friendly, trouble-free King's way; delivery 10 minutes visit or 24 hours post, any motor cycle, car or three-wheeler part exchange, backed by really enthusiastic friendly national service; it's a jolly good deal at—King's, New Rd., Oxford. [C1171]

MATCHLESS WANTED
ROWLAND SMITH'S, the Matchless buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

MATCHLESS SPARE PARTS
CLAUDE RYE, Ltd.—Matchless spares specialists.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

HOE STREET GARAGE, Ltd.—Genuine spares; c/c, c.o.d. trade.—414, Hoe St., W.17. Tel. Cop. 1710. [C0275]

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models.—895-921, Fulham Rd., S.W.6. Renown 6174. [S1105/R]

GUS KUHN—Genuine Matchless spares stockists.—275, Clapham Rd., S.W.9. Brixton 5604 and 9435. Prompt c.o.d. by return service. [C1139/R]

KAYS OF EALING, Ltd.—Matchless spares stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [S1105/R]

PUTNEY AUTOS—Genuine spares for post-war mod-als, also genuine Burman gear box spares. 24-hour c.o.d. service.—265, Putney Bridge Rd., S.W.15. Putney 6667. [S1105/R]

GODFREYS, Ltd.—Matchless and Burman spares stockists, c.o.d.—226-234, London Rd., Croydon. Cro. 3641/3; 208-210, Gt. Portland St., W.1. Eas. 4632-4; 418, Romford Rd., Forest Gate, E.7. Ora. 1234-5; 220, Barkings Rd., E. Ham. Ora. 8088; 94-96, High Rd., Tottenham, Sta. 5656. [S1052/R]

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MOTOR IMPORTS Co., Ltd., sole concessionaires. 158, Stockwell Rd., S.W.9. Bri. 7807. [C1098/R]

COMERFORDS—£98! 1957 Zigor 55cc. mileage under 1,000.—Portsmouth Rd., Thames Ditton. [C1006]

PRIDE & CLARKE, main agents 98cc Zigor super sports: £135/3/6, 1/3rd deposit secures; 24 months to pay; exchanges; catalogue free.—158, Stockwell Rd., S.W.9. Bri. 6251. [C1098/R]

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COMERFORDS—£235! 1957 M.V. Modello Sport, excellent condition; new models including 250cc for immediate delivery.—Portsmouth Rd., Thames Ditton. [C1006]

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CLAUDE RYE, Ltd., Enfield specialist, comprehensive range; immediate c.o.d.—895-921, Fulham Rd., London, S.W.11. Renown 6174. (S1105/R)

KAYS OF EALING, Ltd., Royal Enfield spare parts stockists, quotations or c.o.d. by return—8-10, Bond St., Ealing, W.5. Eal. 2387. (S1075/R)

CLAUDE RYE, Ltd.—Large stocks of spares for post-war and ex-W.D. models; list free of Model C.—895-921, Fulham Rd., S.W.6. Renown 6174. (S1105/R)

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HARRY NASH for new or used S7 or S8s—391, King St., Hammersmith, W.6. Riv. 2837-8. (C1090)

95 ens.—Sunbeam twin, 1952 model, S7, mist green, windshield, pillion, legshields, choice of 4 sps; terms, exchanges.—Rowland Smith.—Below

79 ens.—Sunbeam twin, 1951, S8, pillion, choice of 4 sps; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. (C1114)

SLOOMBEES OF NEASDEN!!! for your new Sunbeam; terms and exchanges—259-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. (C1118)

SUNBEAM WANTED

ROWLAND SMITH'S the Sunbeam buyers.—Hampstead High St., London, N.W.3. Ham. 6041. (W1114/2)

SUNBEAM SPARE PARTS

HARRY NASH, huge stock S7 and S8 spares; c.o.d.—391, King St., Hammersmith, W.6. Riv. 2837-8. (S1006)

HUMPHREYS, official Sunbeam spares stockists, for post-war models, c.o.d.—122, Hampstead Rd., N.W.1. Busion 6536. (S1058/R)

MILLARS MOTORS (MITCHAM), Ltd., official Sunbeam spares stockists and distributors—364-5, London Rd., Mitcham, Tel. 0829. (O116/R)

KAYS OF EALING, Ltd., Sunbeam spare parts stockists, quotations or c.o.d. by return—8-10, Bond St., Ealing, W.5. Eal. 2387. (S1075/R)

BECKETT OF ELTHAM, official stockists of post-war Sunbeam spares for the south-east—20, Courtyard, Eltham, S.E.9. Tel. Elt. 2009 and 4940. (S1056/R)

GODFREY'S, Ltd.—S7 and S8 Sunbeam spares stockists, c.o.d.—226-234, London Rd., Croydon, Cro. 3641; 208, Great Portland St., W.1. Bus. 4632; 418, Romford Rd., Forest Gate, E.7. Gra. 1234. (S1058/R)

NAYLOR & ROOT, Ltd.—Great Britain's largest Sunbeam spares stockists, post-war models only; 24-hour c.o.d., illustrated spares list 6/- inc. postage; trade supplied.—Motor Cycle House, East Hill, S.W.15. nr. Clapham Junction, Bat. 2252; 9-6. (S1089/R)

WILL LORD (Sunbeam specialists) for all your Sunbeam spares, pre- and post-war; c.o.d. or quotation by return, complete overhauls promptly executed by works trained mechanics; trade supplied—115, Blackburn St., Radcliffe, Lancs. Tel. Rad. 2002. (O532/R)

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TERMS, exchanges.—Vic Camp, 131, Queen's Rd., Walthamstow, E.17. Tel. Cop. 2093. (C1007)

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HALLIENS OF CAMBRIDGE, Ltd., Hawthorn Way Corner, Cambridge, Tel. 56225. (C1029)

ASHBYS OF STONEBRIDGE, Ltd. offer:—
£89/10—1956 (reg.) Greaves scrambler, fully equipped, lights, spare barrel and sprockets; hire purchase; one-third deposit, balance 12, 18 or 24 months; exchanges welcomed.—Ashbys of Stonebridge, Ltd., 33, Hillside, Harrow Rd., Stonebridge, N.W.10. Elgar 4488. (C1074)

PALMER'S—500 Gold Star, scrambles or road trim, less lights, late 1954, any trial; £130.—61, Stanley Rd., Teddington, Molesey 1866. (C1003)

COMERFORDS for trials and scrambles machines; delivery from stock, Greaves, Ariel, Norman, B.S.A., Dot, good s/h models bought for cash; deal with the recognized competition specialists.—Forthampton Rd., Thames Ditton. Embertree 5531. (C1006)

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ROWLAND SMITH'S for Velocette

ALL models supplied.

59 gns.—Velocette twin, 1955, 192cc L.E. pillion, panniers, windshield, choice of 3 L.E.s; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube). Ham. 6041. [C1114]

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HUMPHREYS, Ltd., 122, Hampstead Rd., N.W.1. (Continuation Tottenham Court Rd.). Euston 3326. [C1058/R]

A. H. TOOLEY, Velocette specialists, Station Garage, Lee, S.E.12 (opposite Lee Station). Tel. Lee Green 2574. [C040/R]

LITTLEJOHN'S, main dealer, machines, spares: terms, exchanges.—2, Ruislip Rd., Greenford, Wazlow 3355. [C052/R]

WHITBYS—Velocette enthusiasts: new and second-hand.—273, Acton Vale, London, W.3. She. Bush 5355. [C1128/R]

GEOFF DODKIN—Works trained/approved Velocette specialist L.E. spares, repairs.—28, Queens Rd., S.W.14, Prospect 8779. [C1009]

SLOCOMBES OF NEASDEN!!! for your new Velocette: terms and exchanges.—239-271, Neasden Lane, N.W.10. Gladstone 3355-8 lines. [C1115]

RAPID MOTORS for all models and spares.—269, Haydon Rd., Wimbledon, Cherrywood 3202; and 70, Godstone Rd., Whyteleafe, Surrey. Uplands 0695. [C1162/R]

KING'S OF OXFORD delighted supply 1958 Velocettes, easiest friendly terms, finest really national service, any motor cycle, car or three-wheeler part exchange, enjoy motor cycling the free and easy way and get in touch now—King's, New Rd., Oxford. [C1171]

VELOCETTE WANTED

ROWLAND SMITH'S, the Velocette buyers.—Hampstead High St., London, N.W.3. Ham. 6041. [W1114/R]

VELOCETTE SPARE PARTS

ARCHERS, the Velo Felos for spares and service.—Victoria Rd., Aldershot. Tel. 323. [C0367/R]

L. STEVENS, Ltd., the country's largest stockists of genuine Velocette spares. Oilcans, screens, carriers, S—on our premises; prompt C.O.D. service.—147-151, Goldhawk Rd., Shepherd's Bush, W.12. She. 1154-5. [C1151/R]

HUMPHREYS for L.E. spares and service; c.o.d.—122, Hampstead Rd., N.W.1. Euston 6536. [C1058/R]

GODFREY'S, Ltd., Velocette spares stockists; c.o.d.—228-234, London Rd., Croydon, Cro. 364-2; and 280, Barkin Rd., E.E. Gra. 8088. [C1052/R]

RAPID offer full comprehensive stock of genuine Velocette spares; prompt c.o.d.; all models.—269, Haydon Rd., Wimbledon, Cherrywood 3202. [C1162/R]

KAYS OF EALING, Ltd., Velocette spare parts stockists. Trade supplied, quotations or c.o.d. by return.—8-10, Bond St., Ealing, W.5. Eal. 2387. [C1075/R]

PREMIER—Largest Velocette spares stock in the country, all models, 24-hour c.o.d. service.—Premier Motor Co., Aston Rd., B'ham, & Aston Cross 4281. [C1100/R]

WEST END MOTORS, Ltd., for Velocette spares at 179, Upper Tooting Rd., S.W.17, and 171, High St., Peckham, S.E.15. Tel. Bal. 4931 and New X 5118/9. [C1026/R]

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SAVE time, temper and trouble, try Meeten's for Villiers first.—Tel. Maiden 3110 for everything Villiers or write, Meeten's for Villiers, Shannon Corner, New Maiden, Surrey. [C1203]

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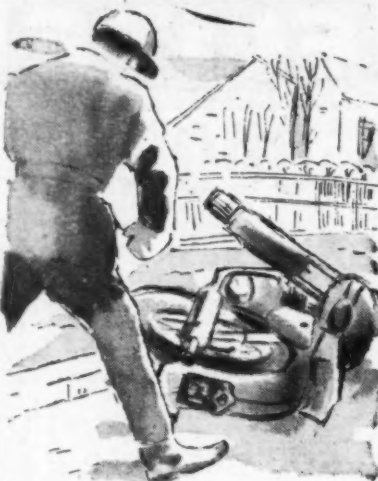
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VILLIERS SPARE PARTS

WATKINSON MOTORS, official stockists.—136, Stockwell Rd., S.W.9. Bri. 2838. [C1174/R]

BRUCE LEWIN, Ltd., terrific stocks Villiers spares.—17, Narborough Rd., Leicester. Tel. 5280. [C0025/R]

YOUNG'S—Villiers spares prompt despatch.—20-32, Tooting Bec Rd., London, S.W.17. Balham 7791. [C1134/R]



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GLANFIELD LAWRENCE, Villiers spares stockists.—407, High Rd., N. Finchley, N.12. Fin. 091. [C1044/R]

SPEEDWAY OF ACTON for all Villiers spares: 24-hour c.o.d.—314, Uxbridge Rd., W.3. Acton 5031-2. [C1121/R]

HOE STREET GARAGE, Ltd.—Villiers engine and carburettor spares, c'nter c.o.d. trade.—414, Hoe St., W.17. Tel. Cop. 1710. [C0271]

GATEHOUSE MOTORS, Ltd., Villiers spares stockists: all parts c.o.d. by return.—196, Archway Rd., Highgate, N.6. Fitzroy 1866. [C1055/R]

CLAUDE RYE, Ltd., Villiers specialists: comprehensive range, immediate c.o.d.—895-921, Fulham Rd., London, S.W.6. [C1105/R]

WHITBYS OF ACTON—All Villiers spares and exchange units.—263, Acton Vale, London, W.3. She. 6785. [C1128/R]

CLAUDE RYE, Ltd., large stocks of Villiers spares for post-war and ex-W.D. models: s.a.e. quote by return.—895-921, Fulham Rd., S.W.6. Renown 6174. [C1105/1/R]

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MANCHESTER official spares stockists and repairers of all types Villiers engine a/cycle and industrial.—Parkin, 437, City Rd., Manchester, 14. Tra. 0669. [C058/R]

GODFREY'S, Ltd.—Villiers spares stockists.—226-234, London Rd., W. Croydon, Cro. 3641-2; 208, Gt. Portland St., W.1. Eus. 4632; 418, Romford Rd., Forest Gate. Gra. 1234. [C1052/R]

O'NEILL BROS., Ltd., of Hendon for a comprehensive stock of spares and exchange barrels and crankshafts for 98, 122, 197 and 255cc models.—270, West Hendon Broadway, N.W.9. Tel. Hendon 8623. [C1179]

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CONWAY MOTORS—Britain's largest Vincent specialists.

OFFER a few from their wide range of over 60 good second-hand Vincents, solos, combinations, 1000s, 500s, streamlined and naked models, all serviced by work-trained mechanics, specialists in postal services, machines sent anywhere in U.K.

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£119—1951 500cc Comet and Steib sports s/c, clean, excellent performance.

E.S. MOTORS, Ltd., 325, High Rd., W.4. Chl. 6368. [C1081]

COMERFORDS—£75! 1938 Vincent 1000cc Twin, spring frame, dual seat, very fast.—Fortis Rd., Thames Ditton. [C1006]

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HUMPHREYS for Vincent sales, spares and service: selection of used Vincents usually in stock.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 3326. [C1058/R]

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95 gns.—Vincent, July 1951, 498cc Comet, choice of 6 Comets; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Ham. 6041. [C1114]

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POST Vincents urgently wanted for cash.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 588. [C0036/R]

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DIAL RV, 4872-3, 301-309, Goldhawk Rd., W.12. Riverside 4872-3. [W1021/R]

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North London Branch: 133-137 High Rd., S. Tottenham, N.15

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A. E. REYNOLDS, Ltd., offer by return. Vincent spares service.—Berry St., Liverpool (Royal 1475).

MILLARS MOTORS (MITCHAM), Ltd.—Vincent spares stockists and distributors.—363-5, London Rd., Mitcham. Tel. Mitcham 0629. (0131/R)

HUMPHREYS, Vincent spares stockists and distributors for North London: c.o.d.—Humphreys, Ltd., 122, Hampstead Rd., N.W.1. Euston 6536. (S1058/R)

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COMERFORDS.—£561! 1957 Wabo Scooter.—Portsmouth Rd., Thames Ditton. (C1006)

CLAUDE RYE.—Immediate delivery new Wabo 59cc and 150cc; terms.—895-921, Fulham Rd., London S.W.6. Renown 6174. (C1105/R)

ZUNDAPP

COMERFORDS for Zundapp Combinette and Bella.—Portsmouth Rd., Thames Ditton. (C1006)

WATKINSON MOTORS for immediate delivery usual terms.—Stockwell Rd., S.W.9. Bri. 2838. (C1174/R)

CLAUDE RYE.—Immediate delivery Zundapp 2018; terms.—895-921, Fulham Rd., London, S.W.6. Renown 6174. (C1105/R)

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GIFFS OF SOUTH HARROW.—Immediate delivery, part exchanges welcome.—368, Northolt Rd., Bx 2484. (C1053/R)

CLAUDE RYE.—Immediate delivery new Zundapp Bella; choice of colours, terms.—895-921, Fulham Rd., S.W.6. Renown 6174. (C1005/R)

SPEEDWAY OF ACTON for immediate delivery all models Bella and Zundapp, all colours, from stock.—310, Uxbridge Rd., Acton, W.3. Acorn 5031-2. (C1121/R)

WATKINSON MOTORS.—All models positively in stock; choice of colours, free tuition; exchanges welcomed, usual terms.—Stockwell Rd., S.W.9. Bri. 2838. (C1174/R)

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HUMPHREYS.—1957 N.S.U. Prims, 700 miles, £169; also 1956 £155.

HUMPHREYS.—1957 Lambretta LDB, £130; another 1956 £119; also 1955, £98.

HUMPHREYS.—1955 A.S.S. 500 twin Avon Fairing, superb condition, £179.

HUMPHREYS.—1955 N.S.U. 250 Max, grey, registered 1957, mileage 5,000, £160; another blue, £158.

HUMPHREYS.—1955 B.S.A. B31 350, very carefully used, £145; also 1954 similar, £115.

HUMPHREYS.—1955 B.S.A. Bantam Major, screen, dual seat, etc.; £65.

HUMPHREYS.—1955 Velocette LE grey/green, excellent condition; £99.

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HUMPHREYS.—1954 Enfield 350cc Bullet, s/arm, d/t, £99.

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HUMPHREYS.—New sidecars delivered from stock, most models, Watsonian, Garrard, Swallow, etc.

HUMPHREYS.—First-class used machines—call and view the full stock.

HUMPHREYS offer a magnificent range of new and also used machines from £50 upwards, all available on easy h.p. terms; personal accident, sickness and unemployment insurance available if desired; exchanges welcomed; your inspection invited; superb range of sidecars also available.

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1955 Panther 600 sw. arm, s/s port, first class order; £129/10, dep. £43/10, balance 18 months £5/11/5, 24 months £4/7/6.

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1949 Matchless 500, many extras, clean; £39/10, dep. £13/10, balance 12 months £2/11/8.

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'AVENGER' MK.2.

OCCASIONAL DOUBLE ADULT SALOON BODY

FITTED TO 1952 M21 600 c.c. S.V.

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Brand New Canterbury Avenger Mk. 2. Double Adult Saloon. This full door occasional double adult saloon offers exceptional value for money. With stressed ply construction, fully metallised body and door, and fabric covered top, the Avenger Mk. 2 maintains its popularity in the Canterbury range. In pursuance of comfort, deep sprung seat units are provided. Ample height, width and leg room add comfort to its extremely attractive appearance, finished in Maroon and Silver. Fitted to 1952 M21 600 c.c. S.V. B.S.A., Lucas Magdyno lighting telescopic forks, oilbath primary chaincase, 4-speed footchange, Smiths speedometer, finished in Makers, colours with chrome parts, thoroughly checked in our workshops before despatch. Fitted with a used 4-point suspension B.S.A. chassis

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 1956 Panther 250cc, s/arm, one owner.

TERMS available on all models, free delivery 10 miles radius of Kingston, no reasonable offer refused.
 26-8 London Rd., Kingston-on-Thames. Tel. Kingston 2245. [C1073]

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 H.—1952, 1955 B.S.A. A10, s/arm, one owner, £165.
 1950 Panther 600 and Maxstoke 2-seater, one careful owner, 14,000 miles, £119.

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 1950 650cc Triumph Thunderbird, fitted Avon fairing, spot-on mechanically, genuine bargain at £89.
 1956 shop-soiled Victoria Nicky scooter, fully equipped, maker's guarantee; £89.
 1957 250cc Royal Enfield Crusader, very low mileage, fully equipped; £159.
 1953 B.S.A. A7, dual seat, good tyres, very quiet motor and a super snip; £119.
 1955 Sunbeam S.8, immaculate in black and chrome, 4,000 miles only, a super snip at £149.
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- 1954 Panther 350, swinging arm, very clean; £99/10.
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 EASY terms, part exchanges, h.p. protection plan—39, London Rd., St. Albans 54474. [C1046]

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 1950 Triumph T100, 500cc twin, Avon fairing; £99/10.
 1955 B.S.A. Shooting Star, 500cc twin; £159/10.
 1950 Sunbeam S7 500cc; £89/10.
 1950 Triumph T100, 500cc twin; £149/10.
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[C1191]

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1951 Sunbeam S9 500cc twin springer; £89/10.
1952 B.S.A. 250cc C11 de luxe, in blue and chrome; £59/10.
1956 B.S.A. 650cc Golden Flash twin, s/arm, enclosed chain; £189/10.
1954 Matchless G9 500cc twin, s/arm; £149/10.

COMBINATIONS.

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£89/10.—1951 Vincent 500cc E82 springer, extras.
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£82.—1952 Ariel 350cc springer de luxe, extras.
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BIRMINGHAM Distributors.—County Cycle & Motor Co., 265-6, Broad St. Exchanges welcomed, all spares. [C1024/R]

GODFREYS, Ltd., for Bond Minicar three-wheelers at all depots, including Bushwood Corner, Leytonstone, E.11. See display adverts. [C1052/R]

KENT.—Distributors for Bond Minicar; delivery from stock.—E. G. Pritchard, Ltd., Chalkwell Rd., Sittingbourne. [0076/R]

CLAUDE RYE, Ltd., for your new Bond Minicar, immediate delivery; terms, exchanges welcomed.—695-921 Fulham Rd., S.W.6. Renown 6174. [C1105/R]

COMERFORDS for Bond, new models for immediate delivery from stock.—Oxford House, Portsmouth Rd., Thames Ditton. Emb. 551 (6 lines). [C1016]

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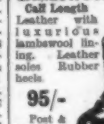
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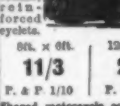


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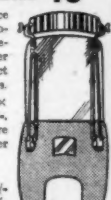


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